

# The Sketch

No. 721.—Vol. LVI.

WEDNESDAY, NOVEMBER 21, 1906.

SIXPENCE.



DRURY LANE'S PRINCIPAL GIRL FOR THIS SEASON'S PANTOMIME: MISS MARIE GEORGE,  
WHO IS TO APPEAR IN "SINDBAD THE SAILOR."

Miss Marie George, who has been chosen as principal girl for Drury Lane's next pantomime, is no stranger to our "national theatre." She played a principal part in "Mother Goose," in "Humpty Dumpty," and in "The White Cat."—[Photograph by the Play Fictorial.]



## THE CLUBMAN.

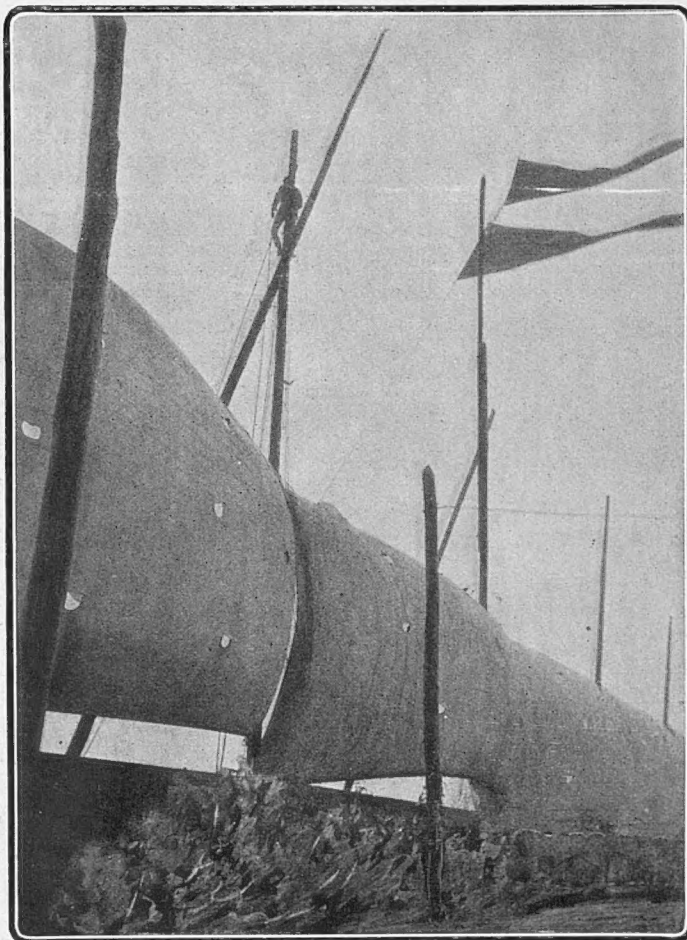
*Ferreira's Field of Operations—The Kalahari Desert, and how Hottentots Crossed It—The King of Hungary at Buda-Pesth—Hungarian Life—The Bomb in the Café Aragno.*

THOUGH I have not been in the district which Ferreira and his banditti have chosen for their operations, I have been very near it, and in the same type of country. In the early days of the diamond-fields at Kimberley, part of the diversion of a digger's life was an occasional campaign against the cattle-raiders, who used to make themselves very objectionable to the north and west; and men who wanted an outing and some excitement used to enlist for a month or two in the Diamond Fields Horse, or some other irregular corps, and spend a healthy holiday trying to shoot black and café-au-lait cattle-thieves. Sometimes the coloured persons used to shoot them, which was an unfortunate ending to a holiday; but this rarely occurred, and risks must be run in every sport.

Some of these raiders, under a troublesome chief, who had as his military adviser a wily half-caste, had made their headquarters in a range of hills on the edge of the Kalahari Desert, in country as like that which Ferreira chose to invade as one pea is like another. My bashi-bazouks and I were camped on the Vaal River, the men daily breaking entrenching tools by digging for diamonds and only finding worthless crystals, and we were ordered by Sir Owen Lanyon to join his force of Diamond Field Volunteers.

What we did and how we did it is, as Kipling would say, another story. The utter melancholy of the borderland of the Kalahari made a deep impression on me: great tracts of waste land with ruts cut by a few wagons as the only tracks across it; vast thickets of thorn bush, here and there varied by water-holes or by the sandy bed of a stream, where water was only to be got by digging; the huts of poor Boer farmers—strange, uncouth fellows who lived the lives of hermits; on the horizon a range of pitiless, dark, bare hills, which looked as though they were of iron.

In a telegram I read that Ferreira was trying to cross the Kalahari Desert. He would know this country far too well to make any such attempt. The real Kalahari is absolutely waterless, and is too broad for any man and horse to cross in a day's march. The Hottentots used, when I knew the land, to get stolen cattle across; but they prepared for the rush over the sand very cleverly. A party of men carrying a large number of ostrich-eggs filled with water would move out into the desert, go as far as a man could travel without drinking, and bury all the eggs in the sand except the ones emptied. A second expedition

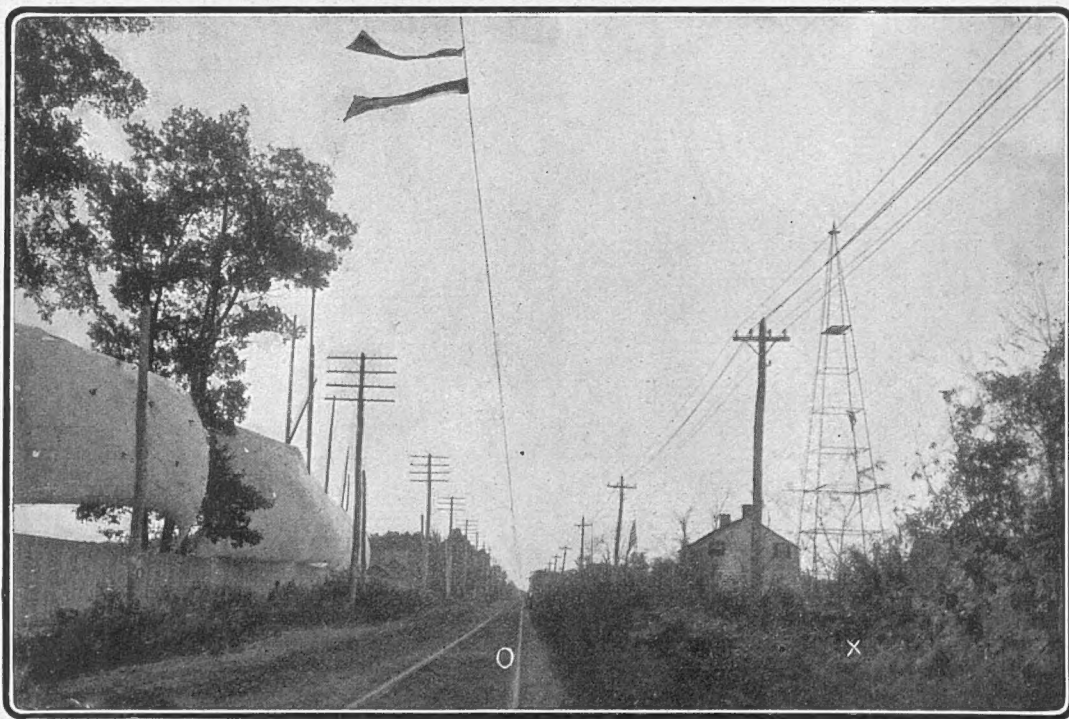


FIGHTING THE INGENUOUS GAMBLER BY MEANS OF KITES: BANNERS (ON KITE-STRINGS) SENT UP BY PINKERTON'S POLICE TO SHUT OUT THE VIEW OF THE JAMAICA TRACK FROM THE POOL-ROOM MEN'S TOWER.

borders of Lake Balaton, which is the largest sheet of water in Central Europe, or up to the High Tatra, or to one of the many "cure" places which have not yet become known to us British.

Some day or another some London doctor of great importance will discover the baths of Hercules (where wondrous salt and sulphur springs gush out in a gorge so deep that the town which has sprung up is in the shade for half the day) and send his patients there; and some day Cook or another will take personally conducted parties to the High Tatra, and prove that the Carpathians are just as beautiful as the Alps.

On the old principle, held in the Navy in the wooden-wall days to be a solemn truth, that where one cannon-ball has struck another never follows, the Café Aragno should be the most secure spot in Rome. The man who exploded the bomb might have killed an Anarchist or two, for all he knew, for politicians of all shades, down to the reddest, sit and argue in the big café on the Corso. Anarchists generally make mistakes when they try to blow up a restaurant or a café. When the irreconcilables exploded a bomb outside one of the windows of Foyot's, the Parisian restaurant hard by the Luxembourg, the only person they managed to hurt was an Anarchist poet.



FIGHTING THE INGENUOUS GAMBLER BY MEANS OF KITES: THE POOL-ROOM MEN'S WATCH-TOWER (X) OUTSIDE THE JAMAICA RACECOURSE, AND THE BANNERS (O) ON THE KITES FLOWN TO OBSTRUCT THEIR VIEW OF THE COURSE.

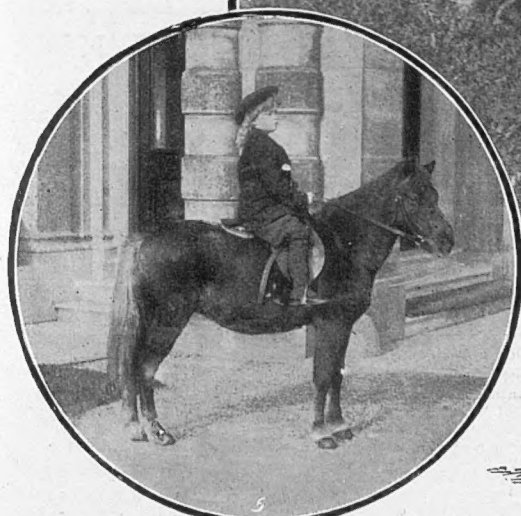
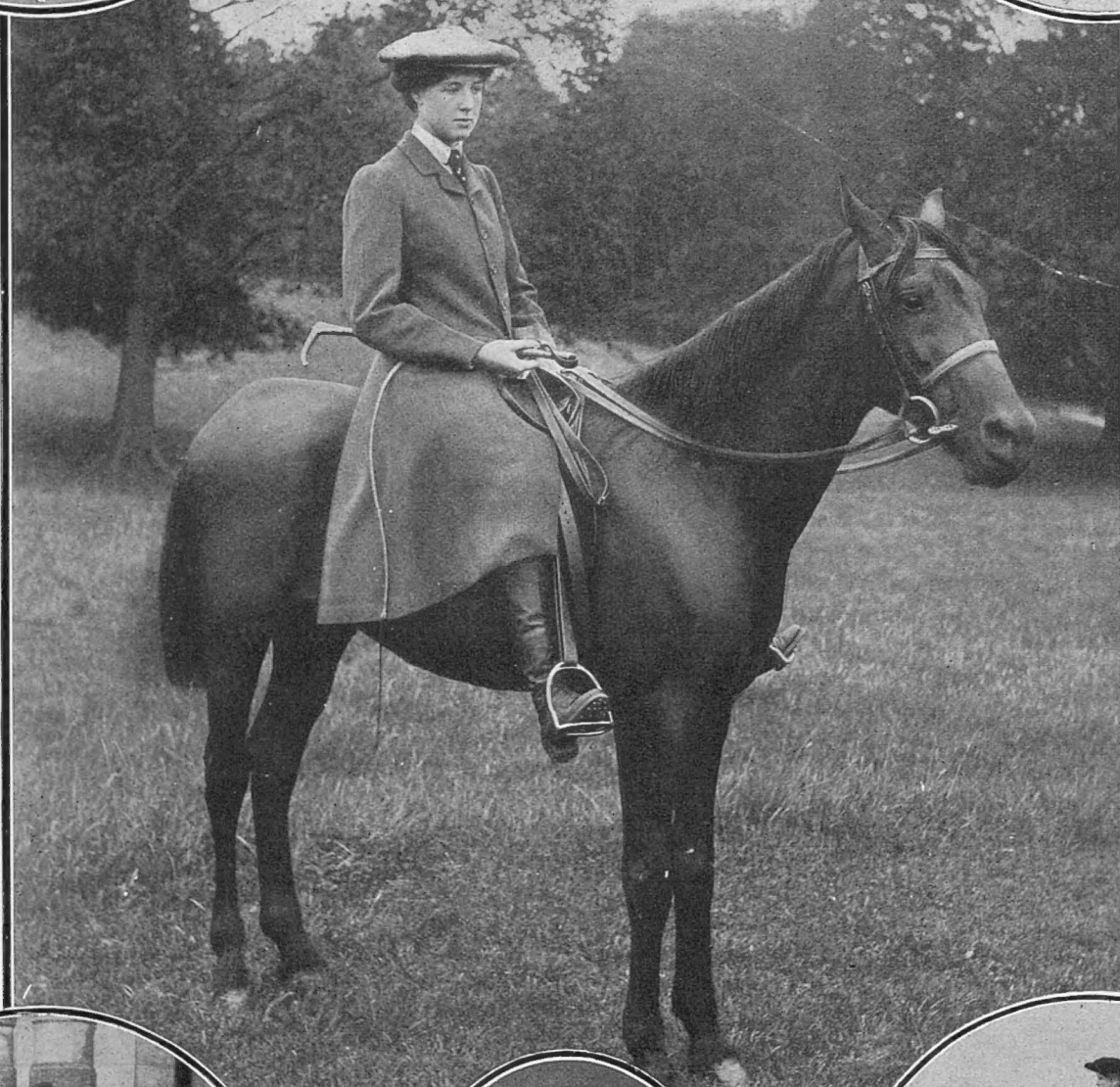
Pinkerton's detectives, who are busy waging war against certain American pool-room men, have just utilised an ingenious idea to frustrate the gamblers. The latter, seeking a position from which they could get the earliest possible news of the results of races, built an observation-tower outside the Jamaica race-track, in order that they might see the finishes. Thereupon the Pinkerton men took to flying three Japanese kites, fastening banners to the strings of these, which, flapping in front of the tower before the eyes of the watchers, were intended to make it impossible for them to see the results of races with any certainty. The tower is a light steel structure, about seventy-five feet high, and stands on private ground. The streamers attached to the kite-strings were some ten feet long. The early experiments, at all events, ended in favour of the watchers on the tower.

Photographs by Hamilton and Co.



## IS IT BECOMING TO RIDE ASTRIDE?

SOME WELL-KNOWN LADIES WHO HAVE ADOPTED THE FASHION.



2. MISS GRESHAM, OF OAK BANK, OLD TRAFFORD.  
5. LADY ROSEMARY LEVESON-GOWER, DAUGHTER  
OF THE DUCHESS OF SUTHERLAND.

3. THE DUCHESS OF WESTMINSTER.  
1. LADY CASTLEREAGH.  
6. LADY CONSTANCE STEWART-RICHARDSON.

4. MISS CHILD.  
7. MISS OTTOLINE WALKER, OF ASHTON-ON-  
THE-MERSEY.

## MODERN FOLLOWERS OF THE PRE-ELIZABETHAN METHOD OF SITTING A HORSE.

The fashion of ladies riding astride is growing rapidly, and there are now many well-known people who adopt the method, a revival, it may be noted, of that favoured in pre-Elizabethan times. Lady Castlereagh, for instance, is seen in the Row daily wearing a divided costume, and there are quite a number of girls who have adopted the bifurcated garment. Doctors differ as to the wisdom of the fashion, but there are many who recommend it.

Photographs by Thirlwell, Banks, Lafayette, Fall, and Cosway Gallery. (See "The Mere Man.")



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know him also through his novels—"The God in the Garden," "Love in June," and "The Smiths  
of Surbiton"—all published by us with very great success. But it is generally admitted that  
Keble Howard's finest work is contained in his new novel, entitled "THE WHIP HAND:  
A COMEDY FOR HUSBANDS." We published this book just a month ago, and it is  
already in the Fourth Edition. The *Morning Leader* says of it: "No other living writer  
could have endowed the subject with the same liveliness, reality, and grace." This is high praise  
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**The Granny Growler Stories.** Ethel  
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**The Fiscal Problem.** Aeneas Munro, M.D.  
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**Hand and Land.** George Long. 6s.  
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NOVEMBER 24.

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Nov. 21, 1906

Signature .....





## SMALL TALK *of the* WEEK

THE popular owner of West Dean Park, who is now quite well again, is being honoured by a visit from the Sovereign this week. Mr. and Mrs. Willie James were exceptionally fortunate when they acquired the beautiful house and finely wooded estate which is not only close to Goodwood racecourse, but also noted for its sporting amenities. West Dean has been greatly improved since it was built by the Lord Selsey

of a hundred years ago, and the house, from the point of view of royal guests, is ideally comfortable, for nothing can be more luxurious than the charming suite of rooms specially arranged with a view to their occupation. Mrs. James has been known to the King and Queen from childhood, for she was a Miss Forbes of Newe, the daughter of one of Queen Victoria's favourite neighbours and friends on Deeside. She has inherited much of the charming manner of her aunt, Georgiana, Lady Dudley, and in a world where great wealth and good luck of every kind generally arouse a certain amount of spiteful envy, her kindly nature and sunny disposition disarm criticism, and caused the deepest sympathy to be felt for her in her recent anxiety concerning her husband.

### Royal Naval Cadets.

It is now definitely decided that Prince Edward and Prince Albert of Wales shall enter the Royal Naval College at Osborne next Easter, and so enjoy in a decidedly improved form the training which made their father so keen a naval officer. The Osborne estate is admirably adapted for a naval college, but it is a mistake to suppose that the cadets occupy the splendid mansion so closely associated with our late revered Sovereign, for that is now turned into a palatial convalescent home for officers; the college is a quite new building, specially designed with a view to the purpose for which it was erected, the King having himself supervised every detail of the plans. It is said that the two Princes will be in every respect treated exactly as are the four hundred boys to whom twentieth-century England must in due course look to help defend her in time of need. But it is, of course, probable that, as was the case with the Prince of Wales and his elder brother, the two royal cadets may have special quarters allotted to them.

### Garter King of Arms.

Sir Alfred Scott-Gatty must have felt a proud man last week, for to him fell the exceedingly rare privilege of being present as Garter King of Arms at the first Chapter held for over fifty years, the recent ceremony at which King Haakon joined the illustrious ranks of the K.G.s. Sir Alfred, like so many eminent men of the present day, is the son of a clergyman. The family is distinguished by a rare literary gift, most strikingly displayed in Sir Alfred's sister, Mrs. Ewing, whose beautiful stories for children still hold their own in all well-conducted nurseries. Sir Alfred was only twenty-three when he was made Rouge Dragon, and he had all but concluded his twenty-fifth year at Heralds' College when he was made, in succession to Sir Albert Woods, Garter King of Arms. Few public servants have more beautiful quarters in which to do their work than the exquisite old building known as Heralds' College, and to a man with so strongly developed a poetic temperament as the present Garter King of Arms, the work appertaining to his high office must be especially pleasing.

### Captain Koepenick as a "Turn"?

Nothing is sacred to a theatrical manager. The impresario of a place of amusement at Berlin has just offered the police £8000 if they will lease him the Captain of Koepenick for three months. He undertakes to guarantee

his safe custody, and to hand him over in good condition at the end of that time. Moreover, he will make the prisoner report himself in person to the police as often as is required, and will pay the famous Captain a large sum in advance every month if he may exhibit him on the stage in appropriate costume. But, much to the disgust of the pleasure-loving Berliners, the police have refused this noble offer in the curtest possible manner.

### Some New Engagements.

America looms large in the important new engagements with which the present month has been ushered in. Of double interest to London Society is the betrothal of Mr. Walter Burns, Mrs. Lulu Harcourt's brother, to Miss Evelyn Cavendish Bentinck, whose sister was married only the other day at the Chapel Royal. Mrs. Cavendish Bentinck is herself an American, and thus the future Mrs. Walter Burns partly belongs to her fiancé's nationality. The wedding will be celebrated at the bride's parish church, St. Margaret's, Westminster, and will probably be graced by a large contingent of Americans. Yet another Transatlantic engagement is that of Mrs. Ridgeley Carter's young relative, Miss Beatrice Morgan, to Mr. F. S. Prúyn; while an even larger English circle is interested in the approaching marriage of Mr. Jocelyn H. Evans, the second son of Sir Francis Evans, a member of the great Donald Currie firm, to Miss Blanche Rumsey, who comes of a noted old American family and who was famed among last year's débutantes as one of the prettiest American girls who had been seen in London for a long time.



A PROMINENT FIGURE AT THE RECENT CHAPTER OF THE ORDER OF THE GARTER: SIR ALFRED S. SCOTT-GATTY, GARTER PRINCIPAL KING OF ARMS, IN HIS ROBES AS CHIEF OFFICER OF THE MOST NOBLE ORDER.

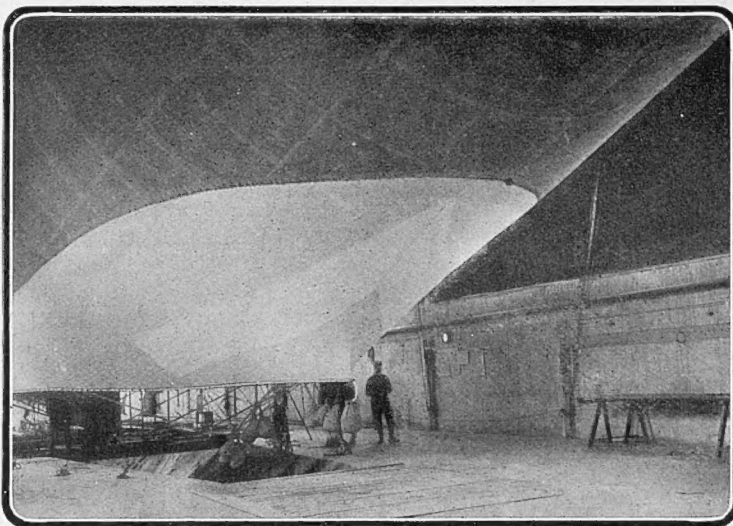
From the picture by René de l'Hôpital.



### Lady Massereene and Ferrard.

The beautiful young Peeress who so soon after her marriage became the sharer of one of the most interesting historic Irish titles, is a daughter of Mr. John Stirling Ainsworth, the popular M.P. for Argyll, and her wedding was the prettiest political function of the kind celebrated at St. Margaret's, Westminster, in the winter of 1905. Lady Massereene and Ferrard has but lately gone out of the deep mourning due to the successive deaths of her husband's elder brother and then of his father; but now she is taking her place among the brilliant younger leaders of Anglo-Irish society. The head of the Skeffington family has two Irish seats—Antrim Castle and Oriel Temple, and, like the late Peer, he is devoted to Ireland, being, through his mother, a grandson of the sporting novelist, the late Major Whyte Melville. Lady Massereene and Ferrard has an exquisite and original taste in dress—a taste inclining somewhat to the magnificent, as was shown in her wedding cortege, for while she herself wore a white velvet gown with a silver train, her bridesmaids were gowned in Elizabethan whitesatin and pearls, blue velvet coifs, and lace veils. Irish-Scottish Alliances are becoming quite usual in the Peerage, another example having been that of Lord Bute to Miss Bellingham.

*A New Reputation.* It is not easy to make a new reputation in the House of Lords, but this has been done by the Earl of Crewe. Want of opportunity has hitherto obscured his Parliamentary gifts. He held a Household appointment during the Gladstone Administration of 1886, and was Viceroy of Ireland from 1892 to 1895, but he never had the advantage of sitting in the House of Lords, and these offices did not give him any conspicuous chances as a politician. It is only now, after he has been a peer for twenty years, that he has got his chance, and has shown coolness and ability as a debater. Day after day he has dealt with arguments by the ablest men in the Upper House, and his opponents admit his keenness and feel his irony. His style might not suit the House of Commons. It is too deliberate. Impatient members might murmur while he played with his gold pencil or with his pince-nez, and searched for the polished phrase, but the Lords are seldom in a hurry.

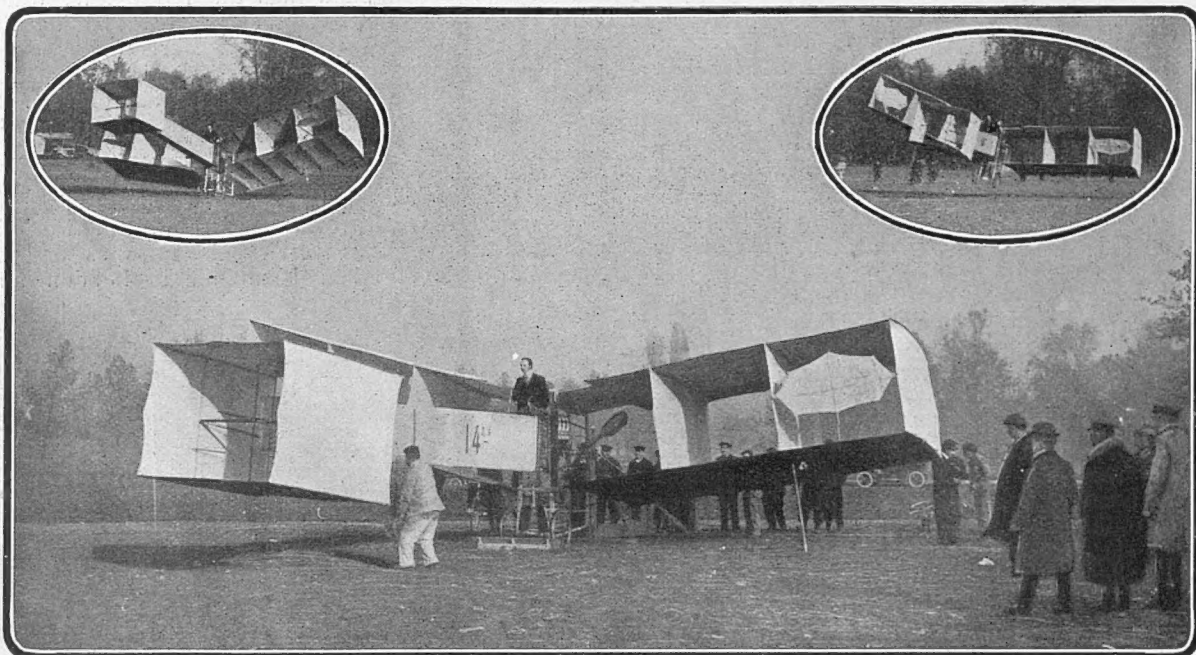


AN AIR-SHIP WITH A BODY SHAPED LIKE THE KEEL OF A BOAT: THE MILITARY BALLOON "PATRIE," CONSTRUCTED IN THE LEBAUDY WORKSHOP AT MOISSON.

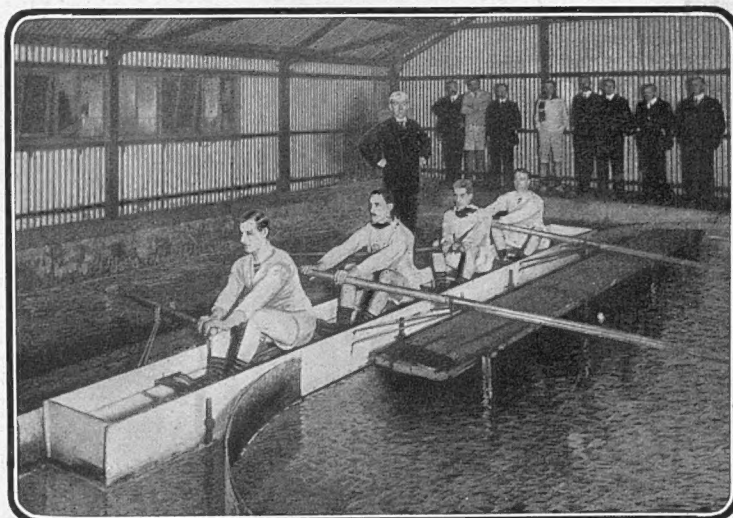
THE SANTOS-DUMONT AEROPLANE LEAVING THE GROUND.

Photograph by M. Rol and Co.

THE SANTOS-DUMONT AEROPLANE IN FLIGHT.



A FLYING-MACHINE PERFORMS THE EXTRAORDINARY FEAT OF FLYING: M. SANTOS-DUMONT ON HIS AEROPLANE. Last week, M. Santos-Dumont, the intrepid Brazilian aeronaut, succeeded in flying with the aid of his aeroplane. Thrice the machine rose from the ground, and flew for a short distance, and its inventor is very hopeful that his next attempts will be considerably more successful. The flight was 220 metres (about 240 yards), insufficient to win the Deutsch-Archdeacon prize, but sufficient to win the Aero Club's prize for a flight of 100 metres.—[Photographs by the Illustrations Bureau.]



A UNIQUE SIGHT IN LONDON: THE THAMES ROWING CLUB'S ROWING AND COACHING TANK.

America uses much the same sort of apparatus, but in this country it is only to be seen on the Thames Rowing Club's premises. The fixed boat, which accommodates four oarsmen, is not, of course, a perfect substitute for work on the river, but it enables a beginner to pick up the rudiments of his work with comparative ease. Each half of the tank has a central partition, round which the water is driven by the action of the oars.

Photograph by the Topical Press.

*Women Cabbies.* A sensible proportion of the feminine population of Paris wants to drive a cab. One lady will be on the box in no time if the Prefect of Police will let her. There seems no reason why he should not. Already women drive many of the carts employed in commerce, and why should they not drive living merchandise as well? The city by the Seine, which loves novelties, will be certain to go bald-headed for the first woman cabby. She will be inundated with fares. At the present moment the companies are thrusting cabs and horses at her, and she has simply to take her choice. But being a sensible sort, she wants to become her own cab-owner. Nevertheless, it may lead to a little complication. The really gallant man, taking the female cab in a snowstorm, would certainly not let the lady sit outside whilst he reclined comfortably with-

in. He would simply mount the box and let the driver shelter inside. But then he would get into trouble with the police, because he had no license to drive on Marianne's highway. If the cab woman becomes an established institution, the box-seat umbrella is called for, in order that her complexion and her curls may be saved from inclement weather.

### A Presidential Double.

There is a man who has been fooling the Parisians and extracting from them no end of *coups de chapeaux* when he had no right to them at all. He is the very image of M. Fallières, the President of the Republic. He is not, however, in the Presidential business at all, but is a commercial traveller in the Rue St. Honoré. He dresses exactly as the President does, all in black, with a rather wild and variegated necktie. His beard is cut in the same manner, and his bodily proportions are just as ample as those of the Chief Magistrate. He is a ponderous joker is this gentleman of commerce. Every morning he walks along the Faubourg St. Honoré, past the Elysée itself, and on towards the Etoile. As he is accompanied by two persons who might very well be his secretaries, he is universally taken for his distinguished double, and his morning promenade is punctuated by the respectful salutations of the passers-by. If France could plunge back into the centuries and become a monarchy again, that impersonator would be laid by the heels and cast into a deep, dark dungeon.



A STILTED EXPLANATION.



THE LADY: Didn't I ask you to bring the bottle of medicine to the cottage before three? It's nearly four already.  
THE MESSENGER: Yes, Mum; I'm on me way to get it now, Mum.

DRAWN BY JOHN HASSALL.





THE PARSEE GENTLEMAN WHO HAS PURCHASED THE DUC D'ORLÉANS' HOME, YORK HOUSE, TWICKENHAM: MR. RATAN TATA.

Photograph by Lafayette, London.

Society. Mr. Ratan Tata is one of the heads of the firm bearing his name, the foundation of whose fortunes was laid by his father, the late Mr. Jamsetji Tata, which has branches also in China, Japan, America, and France. The family has done much to further the industrial regeneration of India: in its management of cotton spinning and weaving mills it has been phenomenally successful, and at present it is much interested in the development of the iron industry in India, and in the supply of electricity by water-power for lighting, trams, railways, and so forth. Some time before he died, Mr. Tata's father expressed a wish to establish a University of Scientific Research in his native land, and this scheme the present representatives of his house have taken in hand to such good effect that it is not likely to be long before it bears fruit, especially as Mr. Tata and his brother

*The New Owners of York House, Twickenham.*

York House, Twickenham, the residence, according to tradition, of James II. when Duke of York, and said to have been given him on his clandestine marriage with the daughter of Lord Clarendon by the Merry Monarch, the birthplace of Queens Mary and Anne of England, and later the home of, successively, Dr. Cleaver, Archbishop of Dublin; the Hon. Mrs. Damer, renowned as a sculptor; the Dowager Duchess of Roxburghe, Lord Lonsdale, the Comte de Paris, and the present Duc D'Orléans, has now passed into the hands of Mr. and Mrs. Ratan Tata, the extremely wealthy Parsees who are so well known to London of the largest landowners in extensive building operations

*Lord Dalmeny.*

Lord Dalmeny, the victim last week of one of the first hunting accidents of the season, showed a great deal of pluck in giving up none of his engagements; indeed, he was actually present at the Derby race-meeting within little more than twenty-four hours after he had injured his elbow-bone! Few elder sons have more interesting family



VICTIM OF A SLIGHT HUNTING ACCIDENT: LORD DALMENY.

Photograph by Bassano.

connections than has this good-looking youth, who through his mother is a Rothschild, and through his father is connected with most of the old Scottish nobility. The young Member for Midlothian—that historic county which Mr. Gladstone prettily described as "the Queen of Constituencies"—never showed much interest in politics till the last General Election. Both at Eton and later as an officer in the Grenadier Guards he was noted as a fine athlete, and he is one of the best racquet players in the kingdom. Now, however, Lord Dalmeny seems anxious to distinguish himself in a very different field of action.

*Prince Joachim Albert.*

The banishment to South-West Africa of Prince

Joachim Albert will remove from Berlin one of the most prominent members of the "smart set" of the capital. The Prince has always had a very lively time in Berlin, and two years ago he incurred the anger of the Kaiser because he went to a fancy-dress ball with Marie Sulzer, wearing the silver star of the Black Eagle, which is the most exalted Order of Germany. He was im-

mediately placed under arrest, but this did not prevent him from the same fashion as soon as he was released.



QUEEN MAUD'S CHIEF LADY-IN-WAITING: MME. RUSTAD.

Photograph by Szacinski.



A FAMOUS MATADOR WHO MAKES £100,000 A YEAR: SEÑOR MACHAQUITO.

Señor Machaquito, who recently married Miss Angela Clementson, daughter of a wealthy American, is considered the finest matador in Spain. To celebrate his wedding he distributed £2000 among the poor of Cartagena, and announced his intention of founding two asylums for the aged poor. He first met the lady who is now his wife three years ago, and is said to have given £100 to a local charity in exchange for the privilege of kissing her.

Photograph by Topical.

are handing over to the Government a sum sufficient to ensure a net yearly income of some £10,000 a year. Mrs. Ratan Tata has been seen a good deal at the Opera this year, and has attracted considerable attention not only by her beauty, but by her superb jewels and her characteristic Anglo-Indian dress.

*Queen's Maud's Head Lady-in-Waiting.*

Madame Rustad, who is in attendance on the Queen of Norway, belongs to the great Norwegian world by birth and through her husband, who is descended from the Vikings; but as there is no hereditary nobility in King Haakon's democratic kingdom, she, of course, bears no title. Madame Rustad is devoted to little Prince Olaf, and he is equally fond of her.



AN ENGAGEMENT OF INTEREST TO THE MUSICAL WORLD: MISS IRENE SCHARRER AND MR. RUDOLPH MAYER, WHOSE BETROTHAL IS ANNOUNCED.

Miss Scharrer is, of course, the well-known pianist; Mr. Rudolph Mayer is the son of Mr. Daniel Mayer, the prominent concert-director, and takes an active part in the control of the Concert-direction Daniel Mayer.

Photograph by Lena Connell.



THE BEAUTIFUL SHARER OF AN HISTORIC IRISH TITLE.



LADY MASSEREENE AND FERRARD.

(See "Small Talk of the Week.") Photograph by Lafayette, London.





By ERNEST A. BRYANT.

**Mysterious Links.**

It is a coincidence that while China is renewing her efforts to throw off the burden of opium, and while the Congo atrocities are occupying the attention of half of Europe, the German Emperor should effect a sensational change in the office of Colonial Minister. There is a connection between the three considerations which may have escaped the notice of some people. Livingstone left his work in the factory and trained for the ministry in order that he might go as a missionary to China, the land which had fascinated him. When the time for his departure drew near, he could not go. China was in the throes of her Opium War. So he went to Africa. Thither, in due course, Stanley was sent to find him. That experience led to Stanley's making another expedition to the Dark Continent, after which, at the behest of King Leopold, he founded the Congo State. Thereafter he met Bismarck. "So that," said the Chancellor, "is the man who, by simply walking across Africa, has founded a vast empire like the Congo State." And having sworn that he would never agree to a German Colonial Empire—he agreed.



"FARE WITHIN AND FAIR WITHOUT":  
A FRENCH ACTRESS WHO WISHES TO  
BECOME A CAB-DRIVER.

Fired by the success of Mme. Antoinette Durand, Mlle. Débry, a popular Parisian actress, has applied to the Prefect of Police in Paris for a license to drive a cab. Her example has been followed by a number of other ladies, and the Prefect has stated that he will probably grant the licenses if the would-be lady cab-drivers can pass the usual examination.

*Times* and the *Times* says of the publishers may bring to the mind of lawyers a little scene in which Lord Russell of Killowen figured. He was appearing in a breach-of-promise case against Mr. Kemp, K.C., before Mr. Justice Denman. The Parnell Commission had recently come to an end. In the course of the case Russell produced a copy of the *Times* and proceeded to read extracts in favour of his client. Mr. Kemp quietly interposed: "I suppose, Sir Charles, you do not rely upon the accuracy of the *Times*?" The effect, says one who was present, was electrical. The whole Court, including the Judge, laughed till it could laugh no more. It was Russell's only decided defeat in a contest of wits. He threw his brief on the desk before him and sat down angry and discomfited. He had failed to find the answer worthy to rank with his reply when asked the penalty for bigamy: "Two mothers-in-law!"

**Booklovers' Joys.**

The sale of the Trent-ham Hall Library, now proceeding, is one of those events which make the bibliophile happy. To the man who sells his library the hour must be one of the saddest in his life. It is an exhilarating time for the dealers, but they cannot know the excitement of anticipation, the triumphant joy of hope realised which come to the private buyer when he finds the book for which he has waited and has at last secured. One giant to whom book-buying and selling are a trade marks the importance of sales by the quality of his hats. If he puts on his

oldest, most battered headgear you know that he is going to have some special work which will cost him four figures. These are tame days, however, in comparison with those which saw the dispersal of books when cheap issues were not common. At the de Meyzieux sale the bibliomaniacs had to cool themselves down with ice before they could face the ordeal.

One who was present recorded that having seen the treasures there, life had nothing more to offer him. "After having seen these books I hope to descend to my obscure grave in perfect peace and happiness."

**Tennyson's Work  
as Wrapper for  
Butter.**

The old collectors of literature seem to have been fanatical to absurdity in their choice. One man bought every book of a certain edition that money could secure him. One genius devoted his days to the collection of all the printed tobacco-papers by which he could honestly come. Another got together his stock by dealing in waste-paper. There is virtue in waste-paper. A couple of pages which enclosed a pat of butter were found, when carried into the humble home where the butter was needed, to have been torn from a volume of Tennyson. They were read by the girl who bought the butter. They



APPROPRIATE TO THE BREACH-OF-  
PROMISE SEASON: THE FOUNDER OF AN  
"AGENCY FOR JILTED GIRLS."

Financed by two wealthy widowers, Mlle. Bedjez has started an "Agency for Jilted Girls." The object of this is to find desirable husbands for ladies who have been jilted. A percentage of the money received from "faithless fiancés" as compensation for broken hearts will be devoted to the work of the agency, although it is in no sense a charity.

inspired her with a desire to know more of the poet. She mastered his works, and was induced to extend her knowledge of poetry. That girl was to become the wife and day-star of Dante Gabriel Rossetti, and to take with her into the grave the poems which he had written in her lifetime, but which the world had not then seen. They have a world-wide circle of readers now, but the manuscripts had lain an age in the fair hair of the entombed beauty before the poet-artist could be induced to bring them again into the light.

**A Friend Above.**

"The Almighty must wait," is said to have been the comment recently made by a teacher when interrupted at prayers, and asked to get certain papers for the school-inspector. This brings to mind the prayer uttered the other evening by a tiny maid who had been told that her small cousin was to visit her—"Please look after my little cousin in the train," she prayed. "And please show her the house. No, I beg pardon; you needn't show her the house. I shall meet her at the station with mother." To this child, a delightful little fairy of five, the Divinity appears to take a personal and human form. For she sat recently telling stories to her dolls, in which the following tableaux were described. "And the two poor little children were lost in the wood, and they cried and cried. But God came and found them, and took them home. And their mother was so pleased with God for taking her two children home, that she gave Him—a nice piece of toast!"



NOT "C. B.": AN ALASKAN INDIAN WEARING A  
RING OF CEDAR-BARK TO WARD OFF EVIL SPIRITS.

The Indian shown in this photograph—who, it must be owned, bears a distinct resemblance to the Premier (to whom all apologies)—is wearing a ring of cedar-bark, in which he believes no spirit, save the protecting spirit of his ancestor, dare venture.—(Photograph by Ballou.)





## OUR WONDERFUL WORLD!



THE WETTEST REGION IN THE WORLD.

The mountain district in the neighbourhood of Cherrapoonji, Assam, has been proved to be the wettest spot on earth. Between July 9 and 15, 1903 inches of rain fell in this region—that is to say, an average of over 50 inches a day. The average annual rainfall for twenty-five years in Cherrapoonji itself was 489 inches; and in 1861, 805 inches of rain were recorded there.



THE DRIEST REGION IN THE WORLD.

The Indians who live on the Island of Titicaca claim that a small district near the Sacred Place of the Incas, known as "the Birthplace of the Sun," has never been wetted by rain, and that it is the only spot on earth where rain never falls. Our photograph shows the lake and peninsula of the Island of Titicaca, and the Sacred Islands of the Sun and Moon. The lake is the largest in South America.



AN EXTRAORDINARY SWITCHBACK BRIDGE IN JAPAN.

The bridge, which can certainly claim to be extraordinary, may be seen at Iwakuni. It is known as Kintai Bashi, is built of stone and wood, and has more than 200 steps. It would be interesting to know the reason for the method of construction.



THE WHISTLING-TREE OF THE "BLACK REPUBLIC."

The whistling-tree at Port-au-Prince, Hayti, is regarded with the greatest awe and veneration by the superstitious natives. When the trade-winds blow across the island the tree emits a weird, nerve-wrecking, deep-toned whistle.



TOWN-HALL WINDOWS OF OYSTER-SHELLS.

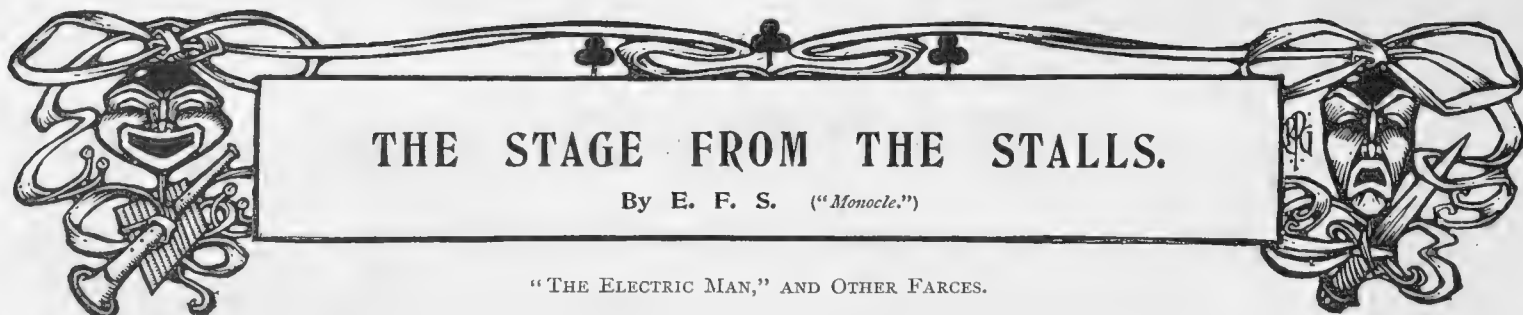
Many houses and offices in the sea-port of Malacca are fitted with tiny window-panes of translucent oyster-shells, there being a belief that oyster-shell panes temper the heat and light of the sun, and prevent blindness. Among the buildings thus fitted is the town-hall here shown. Some six-by-four-foot windows contain no fewer than 260 shell panes.



STRENUOUS MASSAGE IN THE GOVERNMENT BATHS AT TIFLIS.

The people of the Caucasus spend a good deal of the day in the fine public baths, where a number of trained masseurs are always in attendance for the benefit of those desirous of engaging their services. Our photograph shows a curiously strenuous form of massage adopted in Caucasia, a method hardly suited, one would think, to the ordinary subject.





## THE STAGE FROM THE STALLS.

By E. F. S. ("Monocle.")

"THE ELECTRIC MAN," AND OTHER FARCES.

A RATHER curious feature of the moment is the fact that out of the comparatively small number of non-musical plays now running, no fewer than four are farces or farcical comedies. Not long ago, farce seemed to have faded away—to have been replaced by plays, comedies in form and intrigue, with farcical episodes and characters. As matters stand, one observes that the four contain no specimen of the German farce of intrigue and eccentric characters, or the French farce, the fun of which lay in the perilous pastime of skating on thin ice over sewers. Few will regret the disappearance of the irritating works that had little interest for the critic save in the task of reconstructing the original in order that he might be amused, shamefacedly, by the humours which had been left necessarily on the other side of the Channel. As a group, the quartet is decidedly encouraging, though one—the latest—is a poor thing. Everyone admits that Mr. Shaw's farce, "Man and Superman," is brilliant; it belongs to the highest form, being farce of idea, assisted by one little bit of farcical character in the chauffeur, Henry Straker, the creation of whom is, perhaps, Mr. Shaw's most noteworthy achievement as a dramatist. "The Man from Blankley's," primarily farce of character, with, however, a neat intrigue, shows Mr. Anstey with a firm hold of the stage, and capable of presenting solidly a group of comic persons strongly drawn, but not illegitimately extravagant. One admires, too, the fact that the play has value as a satirical study of manners. Mr. Kingsley Tarpey, with "The Amateur Socialist," also has produced a farce of considerable merit, in which ideas and satire play the chief part. He is less dexterous than the other two writers, less subtle, yet in the Inspector he has created a genuine comic character, the more notable seeing that it is only a variation upon a very common stage type.

The last of our quartet is "The Electric Man," the new play at the Royalty, which is decidedly disappointing. Yet Mr. Charles Hannan, a writer of experience, has started with a good subject. "Frankenstein," when treated as a study in horror for the stage, as it was probably in the melodramas founded on it—I say probably, since they are not of my time—and "Frankenstein" handled tragically, as in Mr. Stephen Phillips's work, "Aylmer's Secret," can hardly produce a good work of art. For if you handle the idea seriously you cannot make it plausible, not even as plausible as the similar idea seemed to be in Mr. Gilbert's "Pygmalion and Galatea." No doubt a skilful melodramatist could produce some startling scenes of horror, as vivid as those which thrilled us at the Lyceum in "Dr. Jekyll and Mr. Hyde," which, however, nobody would regard as belonging to sincere drama. On the other hand, the idea of a man who has created an automaton exactly similar to himself in appearance, capable of movement, even of violent, destructive action, should lead to very

comic situations when the man gets into scrapes owing to the misdeeds of the monster that has no sense of wrong or right. Moreover, in the case of such a play, if it be cleverly written, no one will repudiate the premises—that is to say, refuse to admit that the idea of a monster being manufactured is within the range of plausibility permissible in farce. We are all willing to make much bigger concessions of make-belief in order to assist the author of a comic piece or of a fairy tale for the stage than in the case of a play intended to move our emotions.

Unfortunately, Mr. Hannan is in the same difficulty with his idea as is Walter Everest, the hero of the piece, with the electric figure contrived by his father and himself. He is its slave, not its master, and its conduct is incoherent and irresponsible. Writers of farce would do well to study Sterne's diagram and the course of the story of "Tristram Shandy," and when writing their pieces

to make diagrams, using "diminuendo" and "crescendo" signs, so as to see what sort of progress the play is exhibiting. Mr. Hannan really makes no progress. His play goes, as it were, round in circles, arbitrarily ended when the figure runs down; he even ignores the fact that the hero still has to account for the misdeeds of the figure, including certain violent assaults on the police. He has failed to provide a good setting. Nothing more lamentably stale than the business of an absurd will, an amorous old widow, and her comic, calculating lover has been seen for a long time at a first-class theatre, whilst



THE LATEST PLAY BY THE LATEST BRITISH CHAMPION OF AMERICAN SLANG:  
A SCENE FROM "THE HYPOCRITES," BY MR. HENRY ARTHUR JONES.

Mr. Henry Arthur Jones, whose new play "The Hypocrites," was recently produced at the Hudson Theatre, New York, speaking of the American language the other day, in the course of a lecture to Yale students, said, "It has more bite and sting, and swarms with lusty young idioms struck off red-hot with vitality. I hear them as I walk your streets, I meet them as I read your journals and try to understand your politics. Your language is better fitted than ours for the modern living drama." Our photograph shows (from left to right) Miss Doris Keene as Rachel Neve, Miss Jessie Milward as Mrs. Wilmore, and Mr. Leslie Faber as the Rev. Edgar Linnell.

Photograph by Hall, of New York.

Mr. Henry Arthur Jones's term "imbecile" is not too strong for the sort of intrigue about the soldier and the mulatto nursemaid. What a pity to have a truly humorous idea and capital cast, and mere intermittent comicalities! Nearly all my amusement during the evening came from watching a dignified critic who sat next to me squirm when poor Mrs. Calvert conscientiously tried to be funny by idiotic mispronunciation of language. Still, the fact that there is really a public for farce, even of that humble character, was shown by the laughter, quite hearty, audible during much of the comic business. Probably there are plenty of playgoers—the sort of people amused by a comic music-hall sketch—who will find the play amusing as it stands.

Mr. Harry Nicholls was quite ingenious in suggesting the jerky movements of the monster and in some "Fregoli" business caused by his doubling the part with that of the youthful hero. No one else seemed to have an effective character. The customary ingénues of farce were pleasantly presented by Miss June Von Buskirk and Miss Phyllis Relph. Mrs. Calvert seemed funny to those not grieved to see an actress of her calibre wasting her gifts. The others worked with praiseworthy zeal if little reward.



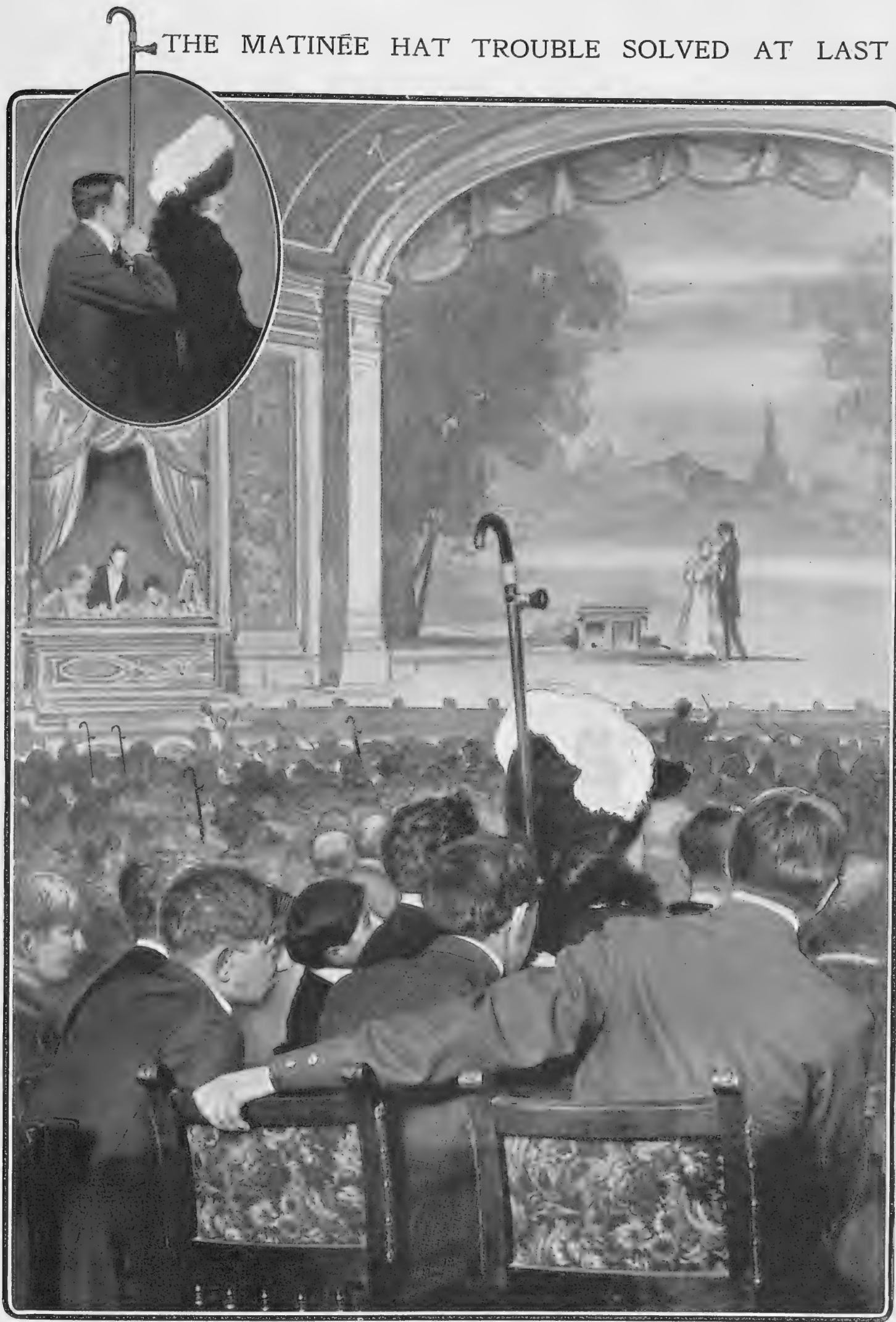
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## THE MATINÉE HAT TROUBLE SOLVED AT LAST!

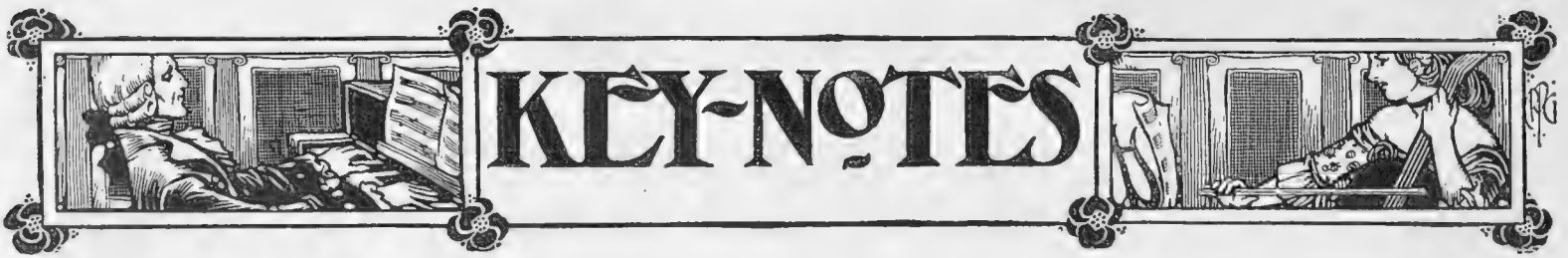


## HOW TO "LOOK THROUGH" THE MATINÉE HAT: "THE GIANT'S EYE" IN USE IN A THEATRE.

An ingenious Frenchman has just invented the apparatus shown, which enables one to look through, or, to be more precise, to look over the matinée hat or any other obstacle that may be in the line of sight. The patent consists of a cane, which forms a periscope somewhat similar in style to that which enables the crew of the submarine to see where they are going. The invention, which is aptly termed "the Giant's Eye," consists of a hollow stick to which opera-glasses are fitted in such a manner that the image is reflected from them on to a set of lenses and mirrors, and so to the eye-piece at the lower end of the cane. The inventor does not say what these sitting behind the person using the cane will think of it. For permission to photograph the cane we are indebted to M. A. E. H. Gravillon, 1, Ruelle Pelée 64, Rue Saint-Sabin, Paris.

Arrangement by "The Sketch"; Photographs specially taken for "The Sketch" by Branger.





SARASATE has given his last recital in London for the present season. Once more he has proved to us that he is the greatest of the old school. His playing does not lack in any point all the qualities for which he has been praised times out of

number in the past years; his ear is still as well attuned as ever, and his feeling for certain types of music is as pleasurable as ever it was. Of course one cannot expect everything from any one musician, and, to be truthful, he is still, as he always was, to repeat the phrase, a little deficient in depth of thought, even though his technique remains magnificent. It is pleasant to note that at his last recital at the Bechstein Hall the audience was a very large one; room could not be found for very many enthusiasts who stood at the back three deep. His violin-playing in the Kreutzer Sonata was exceptionally fine; he thoroughly understood the human and the artistic point of view which Beethoven took when he wrote this work, a view far different from that which occupied the mind of Tolstoi when he wrote

composers needs a delicacy of touch, a certain thoughtfulness, and, above all, a poetic sense which, save for Mozart, belonged to no other composer. Miss Margolies, however, took his music as a matter of course. She did not understand that the delicacy of his composition should be treated with delicacy by the artist; neither did she appreciate Chopin as Chopin should be appreciated. Miss Margolies is so good a player that she should be advised in future to base her programme upon the works of men who avowedly attempt or have attempted to catch the ear of the musical public, not because they have any particular tendency towards that which is most delicate in art, but simply because they excel in the obvious expression of their musical thought.

Signor Zenatello's interpretation of Faust last week at Covent Garden was a most remarkable and artistic performance. One may say that he realised to its full extent the ideal of Gounod when he wrote this most difficult music for a tenor who is rarely to be found. In such a song as "Salve, Dimora" many a singer has before

now come to grief, but Signor Zenatello emerged from what may really be called a tremendous ordeal not only with success, but with absolute triumph. His voice is so pure, so complete in its range, that he made no hesitation about any passage in the part. In fact, he is one of those rare singers, so far as this particular performance is concerned, who can claim to have realised in every respect Gounod's meaning. In the part of Margherita, Mme. Wayda was not altogether satisfactory; she was somewhat lacking in charm, and her vocal method did not exactly appeal to the critical ear. Signor Walter took the part of Mephistopheles, and was extremely unsatisfactory. His methods both in acting and in singing are exaggerated to the highest degree, and he has not yet learned that exaggeration is one of the greatest drawbacks to success that the world can show. If only he had imitated the methods of Plançon, and not attempted to go beyond them, he would have been very much more successful, because he certainly has a fine voice, and he has every desire to please his audience. Mr. Percy Pitt conducted, but with no very considerable success. It may be added that the minor parts were taken exceedingly well, and the opera was mounted from beginning to end most beautifully.

Mr. Gervase Elwes and Mr. Percy Grainger gave a recital at the Æolian Hall a few days ago, and once more proved their real artistic feeling for music. Mr. Elwes always sings with refinement of voice, and he invariably chooses music which is not in the least commonplace. Mr. Grainger played a Sonata by Beethoven in a most meritorious manner.

COMMON CHORD.



THE ENGLISH COMPOSER OF "STANDRECHT," PRODUCED IN THE STADT THEATRE, LEIPZIG: MISS ETHEL SMYTH.

Miss Ethel Smyth's new opera, "Standrecht" ("The Wreckers"), was recently produced in Germany with much success. The libretto of the work is based on a legend still current in Cornwall.

Photograph by Kate Pragnell.

his famous novel under that title. Sarasate also played by himself the Chaconne, Largo, and Allegro by Bach, with magnificent results. This work may be described as the test of any violinist's worth. It is so full of difficulty, so crowded with meaning, that only a genius of the first order can cope with it. Sarasate, however, was equal to all difficulties, and was able at the same time to exhibit its particular beauty. His own arrangement of Chopin's Nocturne in E flat was also given by him. One must always be sorry from an artistic point of view that any violinist should think it necessary to set a pianoforte piece by Chopin for the violin; but once you grant the possibility of such a thing, you must acknowledge that Sarasate has worked the thing out as well as it could be worked out under such conditions.

Miss Vera Margolies gave the other day at the Æolian Hall a pianoforte recital, beginning with Beethoven's Sonata in D minor. There is no question but that she plays exceedingly well, but there is equally no question that her touch is a little bit hard, and her style exceedingly cold. This particular work by Beethoven requires a great deal of sympathy and a great deal of intimacy with the thought of the composer; in these two respects Miss Margolies altogether failed. She seemed to think that everything depended upon technical accomplishment (in which she excelled), but she absolutely failed to comprehend the subtle poetry which runs through the whole work, and which it is given to very few to understand. It was unfortunate that she made this choice, because immediately afterwards she played in Schumann's Études Symphoniques. Now Schumann among all

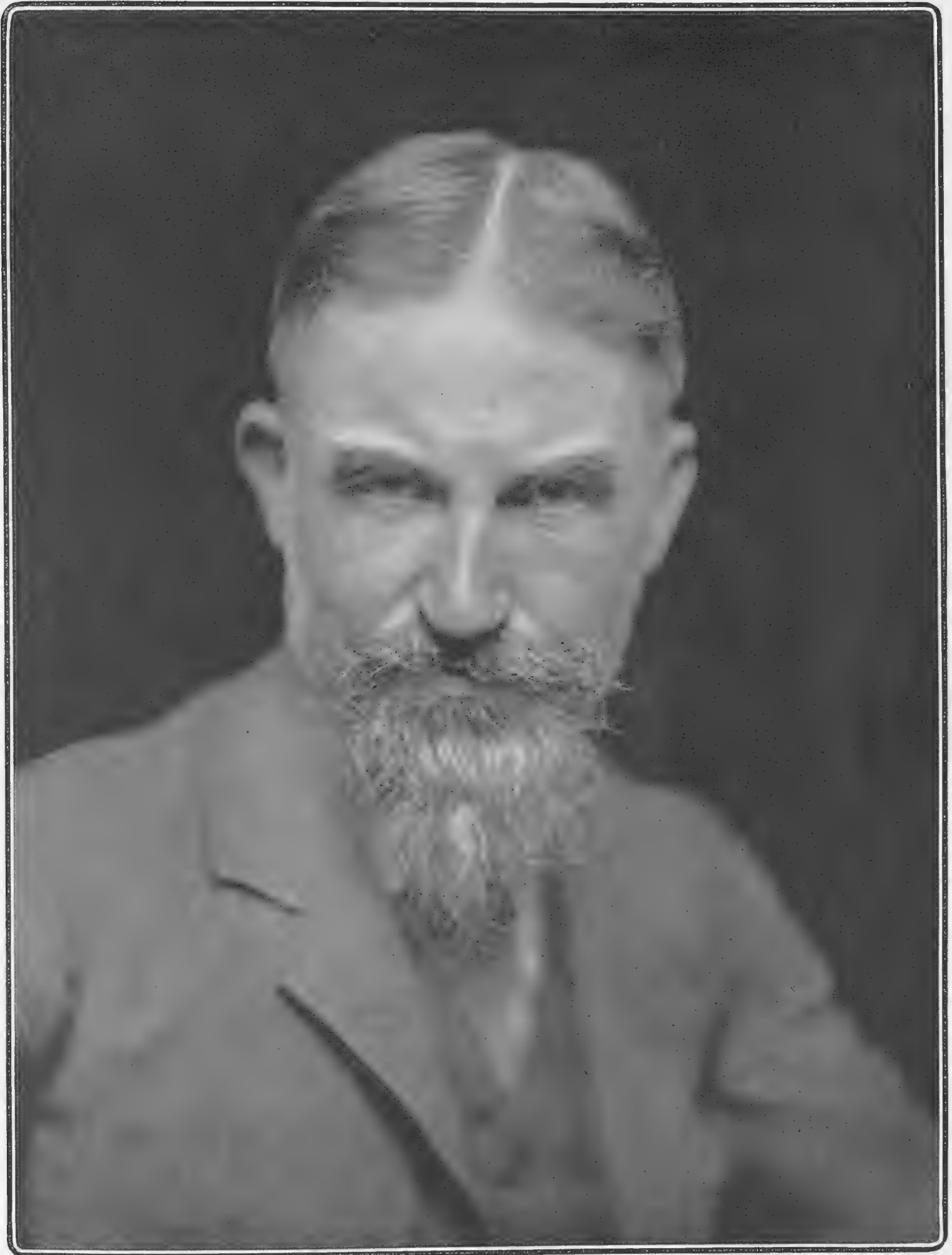


A VIOLIN MADE FROM A LOBSTER.

The American lobster frequently attains a great size, and has been known to measure over three feet in length. Taking advantage of this fact, Mr. Benjamin Carlton, of Philadelphia, has made a violin from a lobster.



PHYSICIAN TO THE DOCTORS.

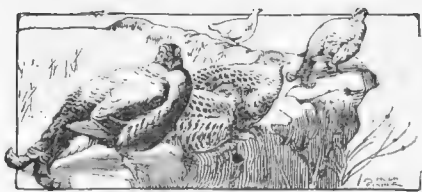


MR. GEORGE BERNARD SHAW, WHOSE PLAY ON DEATH, "THE DOCTOR'S DILEMMA,"  
WAS PRODUCED YESTERDAY (TUESDAY) AFTERNOON.

Yesterday (Tuesday) afternoon was chosen for the presentation of Mr. George Bernard Shaw's new play, "The Doctor's Dilemma," at the Court. The work is the result of Mr. William Archer's "challenge" to "G. B. S." to write a drama dealing with death. Six medical men figure in the list of characters.

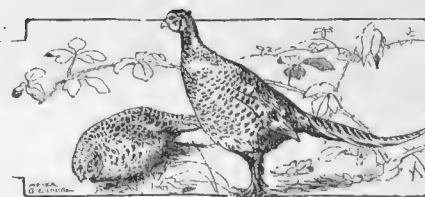
*Photograph by Lizzie Caswall Smith.*





## WEEK-END PAPERS

By S. L. BENSUSAN.

*The Extinction of the "Looker."*

Changes in the conditions under which farming is carried out in East Anglia threaten a very interesting figure with extinction. I refer to the overseer, or bailiff, known to East Anglia as the "looker." Year by year the Scottish invasion of our south-eastern counties spreads. The Scot seems able to make a profit where a Southerner can't make

a living, and after the stony hillsides of his own beloved country, the clay soil of the South has no terrors for him. The newcomers from across the Border are not likely to preserve a custom that has become liable to abuse merely because it dates back beyond the time of the great-grandfathers of the generation they are displacing. Though farming in the areas that were once extremely rich in corn has suffered severely since wheat fell to something under thirty shillings a quarter, the looker has not known lean years; in fact, while the old farmers have been dying out and have taken an ever-decreasing interest in their property, the looker's

life. The farms are big ones; a thousand acres is not considered unwieldy, and naturally, the houses are widely scattered. There is little intercourse between their occupants, consequently it is not surprising that the looker often has absolute control of the farm, and that he and his wife make money. They live carefully, and there is no tendency to extravagance; there is not as much as a public-house in the immediate neighbourhood.

*Farming and Perquisites.*

The old custom of the country—which, as I have said, the Scots farmers seem likely to disturb—was to pay a small wage and give perquisites. A looker might get a sovereign a week, a little less or a little more, but he would have entire control of the stock and entire control of the men working under him. The farmer sought nothing more than a good result, and so long as the farm paid, no questions were asked. For every head of cattle raised the looker received so much, for every pig sent to market he would receive a sort of capitation fee. His wife had charge of the poultry, and was paid so much a dozen for collecting eggs, together with a fee for every chicken and every duck and every goose that was raised. While, on the one hand, this method ensured good results for the farmer, it doubled and even trebled the looker's wage. Of course, while an honest man might render to Cæsar the things that are Cæsar's, a less scrupulous one could readily make away with some of the smaller live stock and a few scores of eggs in a good season, and add still more to his profits. In addition to his wages, the looker had his coal, which was carted free, a cow which he was at liberty to pasture on his master's land, and a horse that served him when he came from the marsh to the uplands—a long and tedious journey.

*A Prosperous Man.*

It will be seen that under these conditions a busy man might thrive, and if he didn't happen to be overburdened with scruples the pace of his thriving would be a considerable one. If life was dull and quiet, there was never any lack of occupation, and for all successful accomplishment there was a little addition to the cash reserve. In his own small kingdom the looker's sway was hardly disputed, and living on simple fare among sea-breezes, his life would tend to be long and free from illness. Some of these men have retired from active work



TREES GROWING INSIDE A CHURCH.

Our photograph shows the interior of the parish church of Ross, on the Wye, in which John Kyrle, "the Man of Ross," immortalised by Pope in his "Moral Essays," lies buried.

Photograph by W. H. Knowles.

hands have been strengthened, his path made wide, and his prosperity established. If he has been on the land long enough, he is ready, if not willing, to retire.

*Finance!*

Oddly enough, the history of the looker, or overseer, has yet to be written. From time to time quiet east-county parishes are roused to momentary gossip by learning that some farm has been bought up at auction at a price running well into four figures by a looker whose wages are twenty-five shillings a week. Now and again one hears that half the houses in a village street belong to one of these lookers, and that he is not the most merciful of landlords; but it is not until one inquires very carefully into customs prevailing throughout the country-side that one understands how a man can live on twenty-five shillings a week for twenty years, raise a large family, and retire from his labour with a well-invested capital of two or three thousand pounds. Such finance is a sealed book to the most of us.

*On a Marsh Farm.*

It has long been the custom of East Anglian farmers to live some distance away from their marsh farms. If a man should chance to have a farm on the marsh and a farm on the uplands he is safe to choose the upland farm for residence, because it will be nearer a village, where there will be some semblance of social life. The marshes are beautiful in spring and summer, they have a certain fascination in early autumn; but when winter brings its burden of fog and rain across the North Sea, and the dykes are full, and the cart-tracks dignified by the name of roads are impassable, marshland is a dreary place enough. The sea-mist, damp and penetrating, may yield to the sun at ten or eleven o'clock in the morning, but will resume its place at four or five o'clock, and save on days when there is a coursing meeting, or when stray sportsmen come to shoot the snipe and wild duck, there are few signs of



A STONE MONUMENT MADE IN ANSWER TO A SQUIRE'S CHALLENGE.

The life-sized figure here shown has lain under the window of the Sherburne Chapel, in Mytton Church, on the Ribble, near Blackburn, for many years. It was carved by a local mason under the following curious circumstances:—"The Sherburne Chapel in old Mytton Church contains some beautiful white marble monuments to the five Richard Sherburnes, a family of local fame in ancient times. At the time the recumbent marble figures came down from the London sculptors they were, of course, the talk of the countryside, but a stonemason in the village inn pooh-poohed them as being only ordinary work, and said that he could carve as well out of common stone. This reached the Squire's ears, and he gave the boaster six months in which to make a copy of one of the monuments in stone or leave his service. The man did his work in so excellent a manner that the Squire presented him with £20. And the monument still remains under the chapel window, but it is now scarred and worn by time and weather, whilst the marble originals at the other side of the wall inside the Sherburne Chapel are almost as fresh-looking as when they were first made."

Photograph by W. H. Knowles.

when near their sixtieth year, and have spent thirty years or more in ease and comfort far away from the scene of their labours. Their rule was, and is, associated with many abuses, but lack of space compels me to keep some interesting details for another week.

# Edison Juggins, the Greatest Inventor of the Age.

DRAWN BY LAWSON WOOD.



## V.—THE EDISON JUGGINS NO-PETROL SPRING-ALONG MOTOR-CAR.

Mr. Juggins learned recently that petrol is an expensive item in the motorist's weekly bill, and at once set to work to make a no-petrol car. The resulting invention is propelled by springs, and Mr. Juggins assures us that it will move every bit as rapidly as the ordinary racing-car. It is understood that, although the trial run was made in springtime, Mr. E. J.'s thoughts were not of love. So forcibly did the car impress its inventor that he has not thought it worth while to visit Olympia.



# THE WORLD OF SPORT

JUMPING—HANDICAPPING—FLASH RIDING.

I THINK that the season under National Hunt rules will be a busy one, and it is pleasing to note that the many little hunt-meetings continue to be fairly patronised by owners and the sporting public alike. It may not be generally known that at a very small meeting held each year at Harlow, in Essex, the attendance runs into

things. Nor do we want a continuance of the Goldseeker or Tyrant coups. We saw in the case of this year's Cambridgeshire how the market froze right up until it was impossible to back Polymelus at all at the finish, yet the horse had run badly until he took part in the Prince Edward Handicap at Manchester. On the other hand, it should be noted that the public considered the animal a good one when fit, as they made him favourite for the City and Suburban; and I have noticed on many occasions that time has proved the public to be the best judges, after all.



BLESSING THE HOUNDS—A CURIOUS PRELIMINARY TO THE FRENCH HUNTING SEASON.

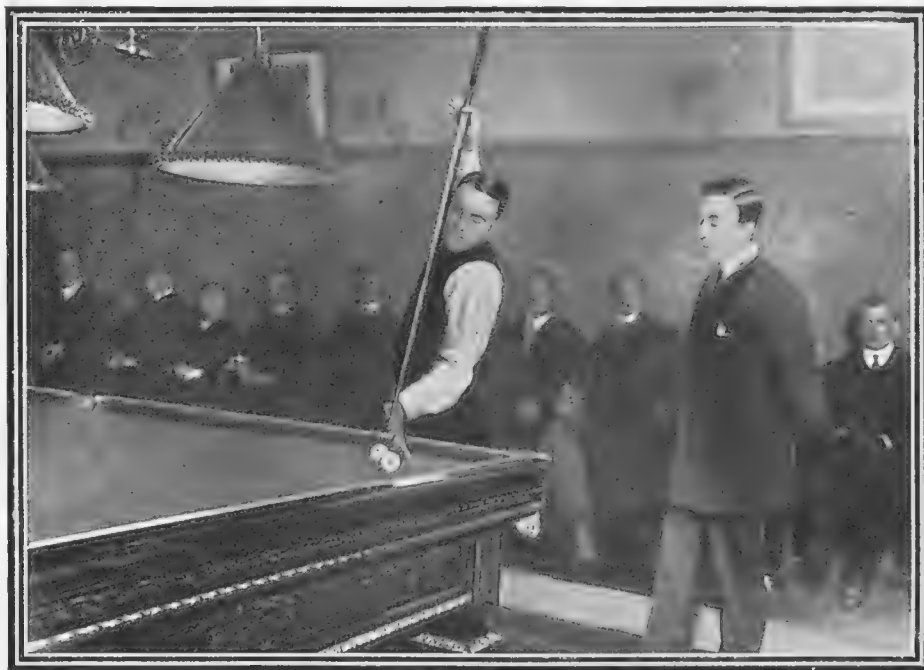
The French hunting season opened somewhat dismally so far as weather was concerned, and in one case at all events the blessing of the hounds (a usual custom on St. Hubert's Day), was postponed for a week or so. St. Hubert, it need hardly be pointed out, is the patron saint of huntsmen.

*Photograph by the Topical Press.*

thousands, while the same state of things prevails at the Hall Green Meetings, held near Birmingham. The New Year's gathering at Manchester attracts many thousands of men and women, and the same can be said of the Easter fixture held on the same course. I have seen almost as many people at Kempton Park on a Boxing Day as there are at Epsom some years on the Oaks day. I think that anything in reason should be done to encourage meetings like Wye, Portsmouth Park, and Plumpton, as they take place in good hunting centres, where the people are very keen on steeplechasing. The Hooton Park Meeting, thanks in the main to aristocratic patrons, has become a big success, and Hawthorn Hill, under the able management of the brothers Frail, is once more booming. The cross-country game has caught on both in the West of England and in Wales, where no flat-race meetings are held, which says a lot for this branch of the pastime. The renowned Crewkerne Meeting is well patronised by the sports of Somerset and the neighbouring counties. I notice that the Grand Military Meeting is set to take place at Sandown on March 1 and 2, 1907. This is the military fixture of the year, although there are several days' racing fixed to take place at Aldershot during the winter months.

The little punters have had a blazing time this season so far as the big handicaps are concerned. They have managed to find nearly all the big winners in at least twice, although some of the lucky horses have improved pounds on their previous form. The number of penalised horses that have won handicaps in 1906 is astonishing, and it proves that some alteration is required in our present system of weight-adjusting. Fat horses should be handicapped as though they were fit horses all the time, to prevent the risk of terrible mistakes being made. Further, the weights for the big handicaps ought not to be issued so long before the date of their decision, while I would suggest that a sliding-scale should be used in the case of all animals entered in two or more handicaps, with a view to compelling the owner to run it in the first race set for decision. It was a common thing in the old day for an owner to save an animal for one or two years with a view to bringing off a coup, but we do not want a repetition of that sort of

order is, "Don't knock him about if you find he cannot be first," which being translated means, "No win, no place." I am not so



THE AMERICAN BILLIARD TOURNAMENT AT MESSRS. BURROUGHS AND WATTS'S:  
T. REECE AT THE TABLE.

The American Tournament at Messrs. Burroughes and Watts's new Billiard Salon at 19, Soho Square, was opened by a match between C. Dawson and T. Reece. The latter, who received 2500, won the heat, the finishing scores being Reece, 9000; Dawson, 7051. During the play Reece made a break of 367.

*Photograph by the Topical Press.*

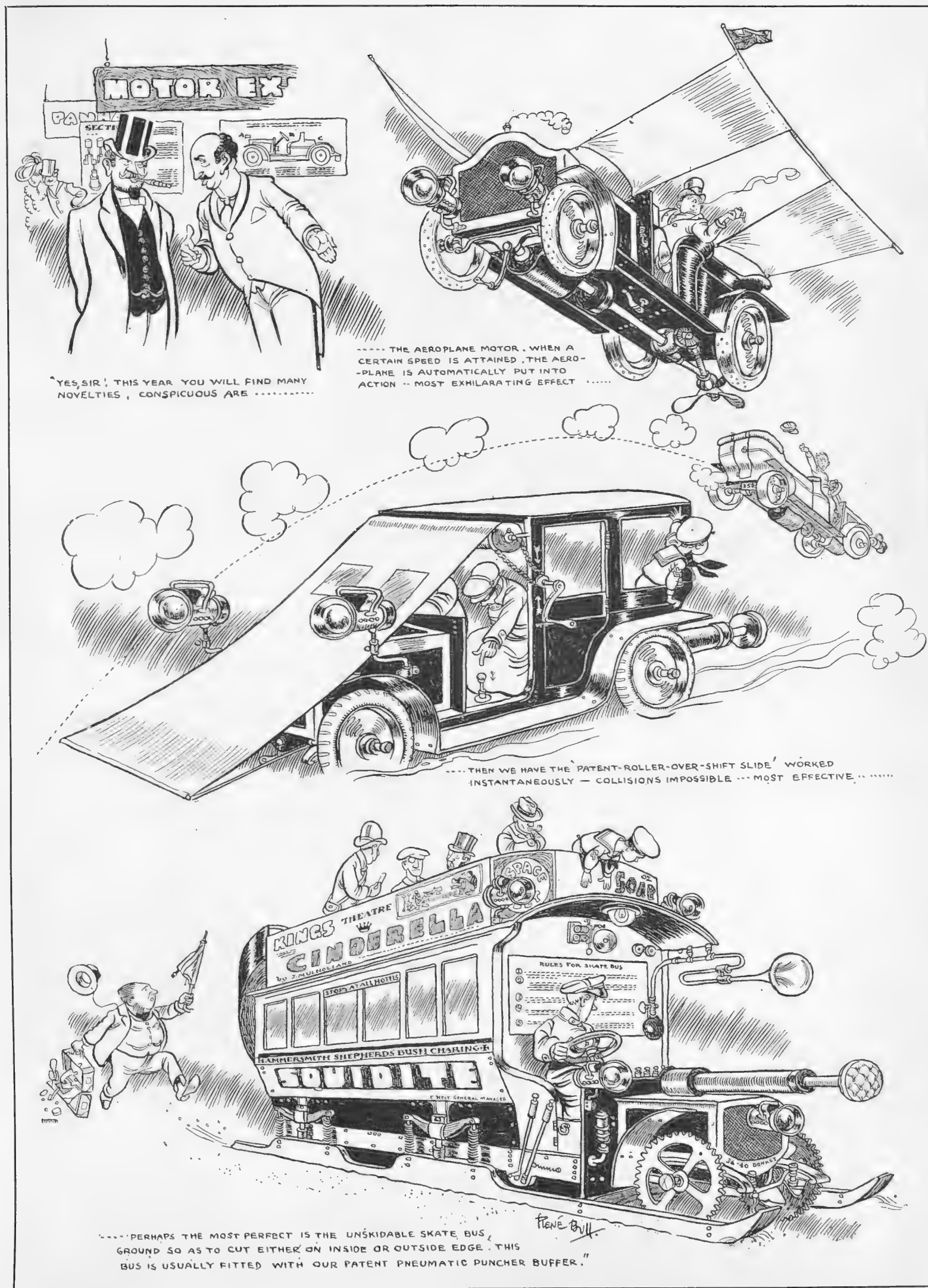
sure that the time-test would not answer well at horse-racing—namely, to fine the owner of any horse that did not cover the distance in a certain time, win or lose.

CAPTAIN COE.

*Captain Coe's Monday "Tips" will be found on our last "City Notes" page.*

## HINTS FOR A FUTURE OLYMPIA :

INVENTIONS NOT YET PATENTED.



'YES, SIR', THIS YEAR YOU WILL FIND MANY NOVELTIES, CONSPICUOUS ARE .....

----- THE AEROPLANE MOTOR. WHEN A CERTAIN SPEED IS ATTAINED, THE AEROPLANE IS AUTOMATICALLY PUT INTO ACTION -- MOST EXHILARATING EFFECT -----

--- THEN WE HAVE THE 'PATENT-ROLLER-OVER-SHIFT SLIDE' WORKED  
INSTANTANEOUSLY - COLLISIONS IMPOSSIBLE --- MOST EFFECTIVE. ....

--- PERHAPS THE MOST PERFECT IS THE UNSKIDABLE SKATE, BUS  
GROUND SO AS TO CUT EITHER ON INSIDE OR OUTSIDE EDGE. THIS  
BUS IS USUALLY FITTED WITH OUR PATENT PNEUMATIC PUNCHER BUFFER."

OUR IMAGINATIVE ARTIST ILLUSTRATES THE MOTOR SHOW WITHOUT PAYING IT A VISIT.

DRAWN BY RENÉ BULL.



# THE LITERARY LOUNGER.

MR. CHESTERTON has written an excellent preface to a book, "Literary London," by Elsie M. Lang (T. Werner Laurie).

Miss Lang's book is a guide to the literary associations of London. The streets are arranged alphabetically, and particulars follow the names. Mr. Chesterton points out that every Londoner is living on historic ground. "I am writing these words in Battersea, and a very little way off is the place where, by tradition, the brilliant Bolingbroke lived, and where (as some say) Pope wrote the 'Essay on Man.' Across the river I can see the square tower of the church in which it is said the great Sir Thomas More lies dead. Right opposite me is the house of Catherine of Braganza." But these things are obliterated from the mind by their very multiplicity, and if there is room for books that tell us what to look for in a field, there is also room for books that tell us what to look for in a street. Mr. Chesterton manages, among other things, to vindicate the suburbs. People call them prosaic; he finds them intoxicating. The proper London suburb is a tiny town that once stood by itself, but has permitted the surge of growing London to sweep round it. The Empire of London may have destroyed the suburbs, but it has not created them, and the whole charm and glory of London consists in the fact that it is the most incongruous of cities.

Miss Lang seems to have done her work very fairly. There may be a few slips. It is hardly safe to adopt unhesitatingly Richard Savage's story about "his unnatural mother, the Countess of Macclesfield." Mr. Moy Thomas has made holes in that story. Nor is it right to say that George Meredith never took possession of his rooms in Queen's House, Chelsea. On this subject Mr. W. M. Rossetti has recently written with authority. George Du Maurier's name should have been mentioned in connection with Hampstead, where nearly all his best work was done. But within the limits of a comparatively small volume the book is reasonably complete and accurate, and Mr. Werner Laurie, the publisher, has done it full justice.

"A Voyage of Discovery, and Other Stories," by Guy Fleming (John Lane), is a decidedly original book. "Guy Fleming" is probably a *nom de guerre*. The author is evidently a Scotsman, and he writes about his own people, but he cannot be described as a kailyarder. He has his own way of writing—quiet, incisive, and sometimes humorous. One of the best pieces is the title-story, "A Voyage of Discovery; or, Mature Adventures." The adventures are those of Professor Aitken, a bachelor who, at a moderately advanced age, sets out on an excursion to the Malay Peninsula. The Professor is the ornament of Drumwhin and the author of a paper on the Borewell Runic Cross and the Holywell Druidical Circle. The charm of his journey is the presence of a lady with the seductive name of Miss Mina Darling. "We are going to part, Miss Darling—Mina—

may I call you so for the first time to human ears, although I have transgressed more than once in that direction in the privacy of my cabin? Our courses lie in quite different directions upon that ocean, and, it may be, on the sea of life. But partings are the sadnesses of life, and doubly sad if one may not look forward to a meeting in the future to staunch the wounds of memory. May I—may I—?" The Professor was going to great lengths, but Miss Darling, although quite young, had prudence enough for two, and she brought back the soaring moment to the common level of days. Thereafter, his conversation was full of briny recollections, full of whiffs of fresh air from seas, or hot airs from the desert.

Miss A. M. Cooke is engaged, under the general direction of the University Librarian, in classifying and cataloguing Lord Acton's noble library, now a part of the Cambridge University Library. This classified catalogue, which is to be published shortly, should be of great benefit to all students of modern history in this country.

The clever authors of "Wisdom While You Wait" have issued another publication, "Signs of the Times." It is quite entertaining, and the shafts of wit fly thick. Lord Rosebery figures prominently, and always under one aspect. "The Intrepid Explorer, Dr. Sven Hedin, travelling in the Catskill Mountains, discovered Lord Rosebery disguised as a White Coon covered with cobwebs." "M. Santos Dumont, descending in his aeroplane at Lhasa, finds Lord Rosebery

disguised as Dalaimeny Lama." "Mr. Harry De Windt, while making a forced march across Asia Minor, discovers Lord Rosebery and six of his followers at Ephesus." "Professor Flinders Petrie, while conducting excavations in the suburbs of Luxor, discovers Lord Rosebery in a partially mummified condition." Do the writers find no place in their universe for the man who desires to be superannuated?

Sir Leslie Stephen's Biography has been well written by Mr. F. W. Maitland. Stephen held a peculiar position among literary men. He stood between the old generation and the new. He represented great traditions, and was a Cambridge Don in his time, but he held out hospitable hands to Hardy, Stevenson, Henley, and many more. He saw the death of the old "magazinism," and shall I say of the old journalism? All his work was good work, but undoubtedly he lives as a lexicographer. The Dictionary of National Biography is his monument. Like so many famous men of our time, Stephen became very deaf, but to the last of his life he was good company, and never better company than when he was with the Sunday Tramps, "that noble body of scholarly and cheerful pedestrians," as Mr. Meredith calls them. They tramped over all Surrey, but their fellowship came to an end when golf and bicycles became fashionable.

O. O.



FOREIGN GENTLEMEN WHO HAVE PURCHASED LARGE BATCHES OF BOOKS LATELY—  
CAN THEY BE EMISSARIES OF "THE TIMES"?

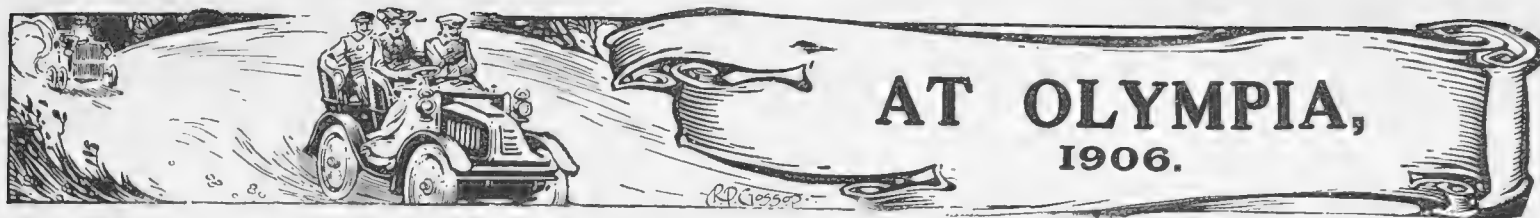
Said a contemporary the other day:—"There is a curious mystery in the endeavours of, seemingly, an Indian gentleman of unknown origin to buy some dozens of high-priced books from publishers who refuse to deal with the *Times*. On Tuesday he paid an unsuccessful visit to Mr. Heinemann to purchase 'for hotels in Egypt.' Who can it be?"

DRAWN BY B. C. KEATES.

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A GUIDE TO THE SPECIAL FEATURES OF THE SOCIETY OF MOTOR MANUFACTURERS  
AND TRADERS' INTERNATIONAL EXHIBITION AT OLYMPIA.

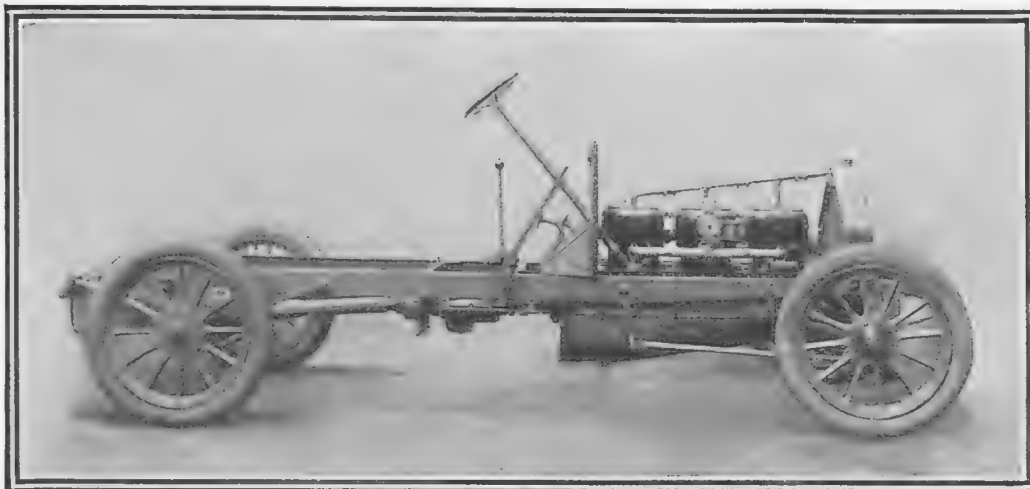
SO gigantic are the strides that have been made by the automobile industry since the exhibition of last year, and so enormous is the increase in the demand for space on the floor of Olympia, that visitors to West Kensington this week will not fail to notice the direct effect of this growth upon the general aspect of the show. The view over the fair cars and artistic insignia is no longer blocked by the funnels of unsightly lorries or the barge-boards of lumbering motor-buses. These have now given way to the pleasure-car and the town motor-carriage, the placing of which has demanded all the floor of Olympia and its spacious annexe. Motor boats, 'buses, wagons, char-à-bancs, and vans, useful and, excepting the boats, unbeautiful, will have to be sought for in a further show to be held beneath the same roof in the early part of the coming year. And it must be admitted that, the lament of the ultra-utilitarian notwithstanding, the show, as it stretches before us from the galleries, has gained by the abolition of the heavies. In the following columns, which are clearly inadequate in number to deal with the exhibits in anything like detail, I propose only to indicate what the visitor, amongst other things, should not fail to see.

*Maudslays.* Maudslay is a good engineering name to conjure with; it provokes visions of great marine mechanical feats, so that we look to a motor firm bearing the same name to produce something worthy of that name and the country. Nor can anyone be disappointed who gives time to the examination of the

*The "Iris."* Six-cylinder cars are like cherries on a stick for multitude, but one of the latest introductions which repays the closest attention is the six-cylinder "Iris" chassis, by Messrs. Le Gros and Knowles. This firm has earned so good a name for sterling design and the best material and workmanship since the moment it entered the automobile arena that its exhibits command notice. The "Iris" is already known by the impressive form of her radiator, and the upper angle of this member is in future to carry

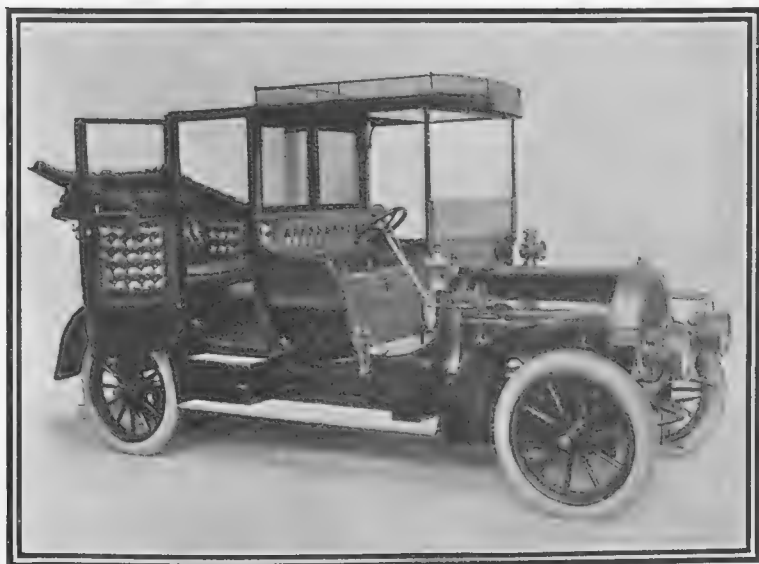
a dainty counterfeit presentment of the delicately tinted bloom from which the cars take their name. There are certain features in this particular chassis which cannot be overlooked. The form of the lower half of the crank-chamber is novel, inasmuch as while providing an oil-well or sump, its sides are extended to the frame to form the protective under-apron, which in certain French cars is sometimes part of the stamped frame, and in others is formed of sheet metal. The

"Iris" method is the neatest. The engine is lubricated by a force-feed oil-pump, the crank-shaft and pins being drilled to allow the oil to have constant access to the bearings. In revolving, the connecting-rod ends do not touch oil, so that there can never be an objectionable issue of blue smoke from the silencer, as so often happens when dash lubrication is alone depended upon. Expansion joints are provided to the exhaust-pipe between each pair of cylinders, a particularly wise provision with so considerable a length of pipe, subjected at times to a very high temperature. Moreover, the inlet-



THE CHASSIS OF THE NEW ALL-BRITISH, 40-H.P., SIX-CYLINDER IRIS.

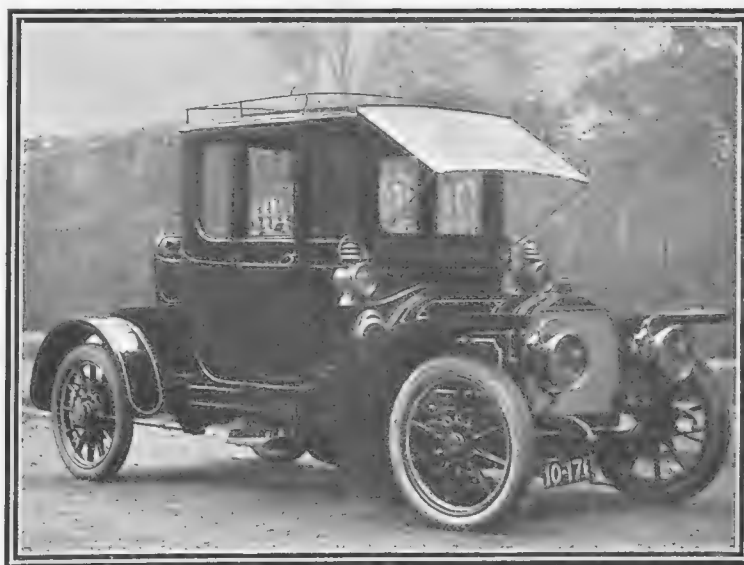
*Photograph by Argent Archer.*



THE 20-30-H.P. FOUR-CYLINDER, EXTENDED MAUDSLAY LANDAULETTE.

*Photograph by Hiff and Sons.*

35-45 h.p. four-cylinder chassis shown by the Maudslay Motor Company, Limited, on Stand 90, with direct drive on third speed and chain transmission and ball bearings throughout. Country gentlemen who have occasion to send and bring several guests at one time to and from distant railway stations will profit by an examination of the side-entrance omnibus body mounted on one of these 35-45-h.p. Maudslay chassis. For station work, or for attending dinners, balls, and other functions at long distances in the country it would be hard to conceive a more suitable vehicle.



THE INTERNALLY DRIVEN, CHAINLESS CROSSLEY, DESIGNED BY MR. JARROTT, OF CHARLES JARROTT AND LETTS, LTD.

*Photograph by Redding and Co.*

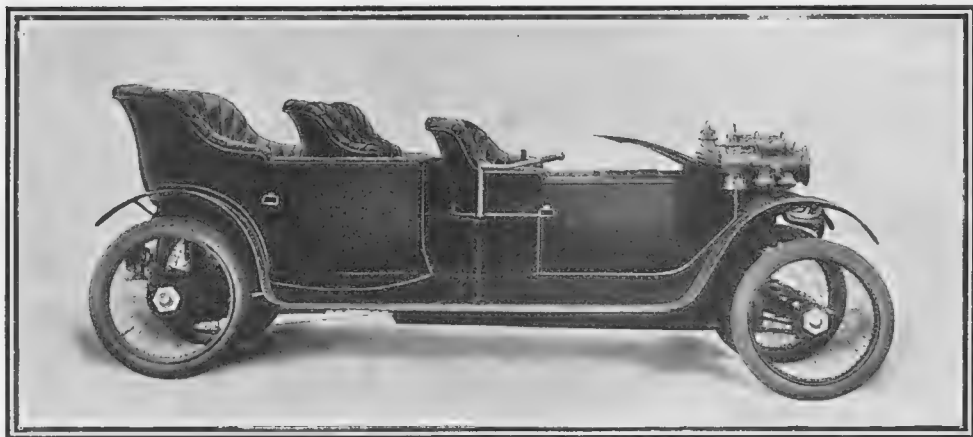
pipe casting is so designed that the mixture in passing from the carburetter to the cylinder travels exactly the same distance no matter to which cylinder it is being drawn.

*The Internally Driven 20-25-h.p. Crossley.*

Ever on the *qui vive* to adapt and improve, Mr. Charles Jarrott, the well-known ex-racing man and senior member of the firm of Jarrott and Letts, has designed a new type of motor body, primarily for his own use, but ultimately for the public. The idea is very well



conveyed by the accompanying illustration, from which it is seen that, in lieu of an ordinary limousine—with the driver's seat in front and more or less exposed, the car accommodating four, or at most five, persons—this car is a single limousine, with the seats built into the position usually occupied by the ordinary driver's seat, the occupant thereof being in a very comfortable position to drive him-



THE 28-H.P., SIX-SEAT, SIX-CYLINDER LANCHESTER LANDAU.

Photograph by H. T. Whitlock and Sons.

self. This front seat accommodates three people, and when the owner takes charge, a fold-up seat fitted into the back of the car is available for the mechanic. The car is illuminated with electric light throughout, one incandescent burner being arranged over the lubricator. The gas for the two headlights is supplied from a dissolved acetylene-gas cylinder, so that lighting up the whole car is the work of a moment. Luggage is provided for on the roof of the car; all the windows, except those at the back, and the front curved panels let down, and the large front window is divided so that the driver may have a fair view without subjecting his fellow-passengers to draught. The interior is beautifully upholstered in dark corded cloth, and the carriage-work is finished in dark blue with a white line. The dominating idea in the production of this body was to produce a motor vehicle suitable for, say, a fifteen-mile-out-and-home drive under every condition of weather. The body is by Messrs. Salmon and Sons.

#### A Capital Speed-Indicator.

Speed - indication, and that accurate, is an absolute necessity to motorists who drive in police-trap-infested counties. At the stand of Messrs. Smith and Son, what is deservedly termed the Perfect Speed-Indicator will be found in various forms. The mechanism of this apparatus, which is influenced by disc-friction drive from one of the steering-wheels, keeps a broad black needle hovering steadily over a clearly engraved dial and the figures setting forth the rate of speed at any particular moment. This instrument is famous for its accuracy and steadiness, the indicator needle being seldom, if ever, affected by the vibration due to bad road-surfaces. It also records the total continuous distance travelled, and the length of any one trip up to a hundred miles. If mileage computation only is required, the mile-meter shown by this firm and attached to the hub cap is an excellent little instrument, and very accurate. A watch on the dashboard is a great comfort, and in cold weather saves unbuttoning and unswathing the many coats and wraps with which motorists seek to set the "cauld blast" at defiance. Messrs. Smith and Son have got the lead in this connection, and show a most interesting variety, specially designed for motor-cars.

*Lanchesters.* The word "Lanchester" has always spelt comfort to motorists, and this tradition will be found to be more than adhered to by the exhibits on the Lanchester stand. The new model is the six-cylinder car of 28-h.p., and having regard to the resistless smoothness with which Lanchester cars have hitherto run under quadruple propulsion, the progression of the luxurious carriage here illustrated should be sweetness itself under the perfect torque of the six-chambered motor so artfully and deftly set between the occupants of the front seat. The car is practically vibrationless, and boasts as improvements for the coming season the Lanchester

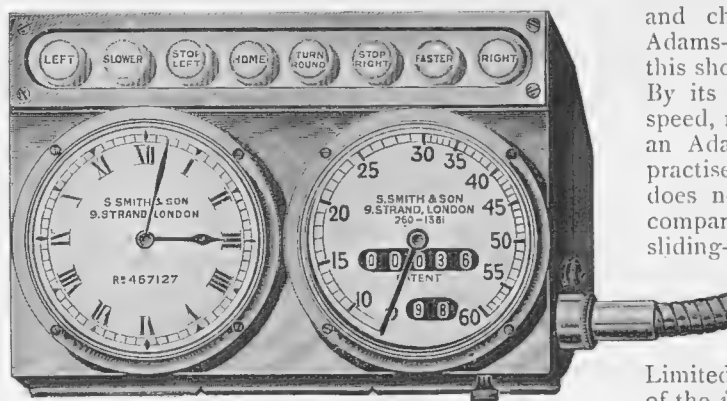
Patent Pressure Feed Wick Carburetter, an induction-pipe of abnormal diameter, improved wheel-brake and carriage springs, and improved grease-retaining Cardan joint to propeller-shaft. These are in addition to the thermo syphon cooling, the renowned Pioneer worm-drive, and the tiller steering, which, once he has learned it, every man prefers to the wheel. The extraordinary comfort and luxury of the bodies permitted by the Lanchester chassis, together with the smooth running, have made this car a very favourite town carriage.

#### A Secret Tyre-Cupboard.

A secret tyre-cupboard, formed in the back of a double phaeton body, on the Speedwell Motor Company's stand, will have much interest for those who object to the carriage of a naked tyre-cover in irons at the side of the car. This tyre-cupboard just accommodates comfortably one cover and tube, and is quite unsuspected when closed. It does not interfere with the comfort or upholstery of the back seat, and is certainly the neatest and least obtrusive way of carrying a spare tyre I have yet come across.

#### The Adams-Hewett Manufacturing Co.

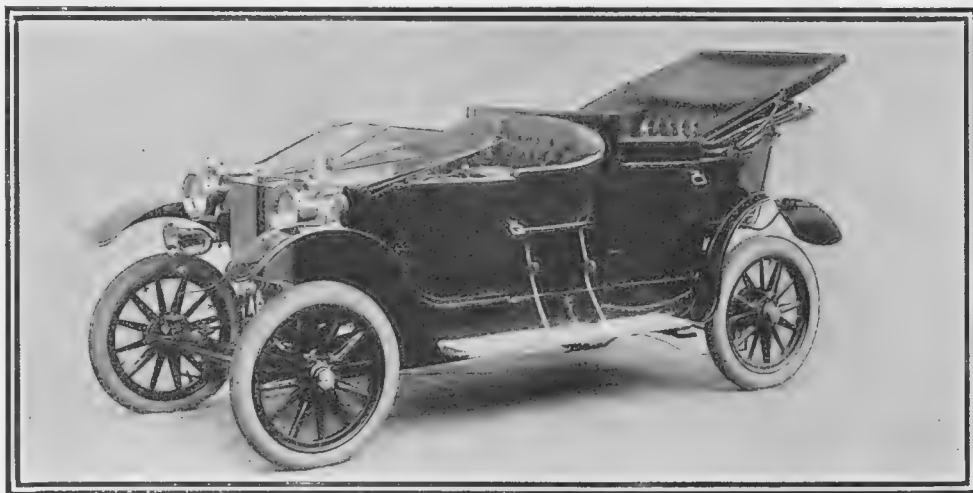
An interesting exhibit on the stand of the Adams-Hewett Manufacturing Company, of Bedford, is the eight-cylinder Antoinette engine, in which the cylinders are set four a side at 45 deg. to the crank-shaft, making a wonderfully compact engine. The motor shown is built into a car chassis, and has but one carburetter to all the cylinders; but on the Antoinette engine which has enabled M. Santos-Dumont to raise and move his aeroplane there is a form of carburetter to each cylinder. In the Antoinette motor we have a record in weight per horse-power for internal-explosion engines. The brake and change-speed pedal action in the Adams-Hewett cars, while not new to this show, is always worthy of inspection. By its use the merest tyro can change speed, reverse, and apply the brakes of an Adams Hewett car quite as well as a practised driver. The gear-changing does not require any tuition or practice compared with the ordinary sector and sliding-sleeve method.



THE "PERFECT SPEED-INDICATOR," MADE BY MESSRS. S. SMITH AND SON, LTD.

#### Michelins.

Contrary to expectation, the Michelin Tyre Company, Limited, are not showing any examples of the *jantes amovibles*, or detachable rims, they produced in time for the great race for the Grand Prix over the Circuit de la Sarthe, which practically gave Sis and the Renault their victory. Messrs. Michelin say that they continue to make experiments, but the perfect detachable rim is yet to come. The exhibit made at Stand 244 by this great French rubber-house, whose name is a household word wherever automobiles or cycles are known, is typical of the immense favour



THE 20-H.P., FOUR-SEAT LANCHESTER LANDAULETTE.

Photograph by H. T. Whitlock and Sons.

in which their productions are held by automobilists, and many samples of their big range of tyres are to be seen. The show of tyre accessories is most interesting, but perhaps the most useful of these accessories is the Michelin tyre-pressure gauge, an instrument which no motorist should lack, for the continuous retention of the correct pressure of air within a tyre will extend its life three to five fold.

[Continued on page 190.]

IN THE KINGDOM OF THE CAR:  
THE GREAT MOTOR-SHOW AT OLYMPIA.



£12,900,000 OF BRITISH CAPITAL REPRESENTED IN WEST KENSINGTON: A GENERAL VIEW OF THE EXHIBITION,  
LOOKING TOWARDS THE MAIN ENTRANCE.

*Photograph by the Topical Press.*



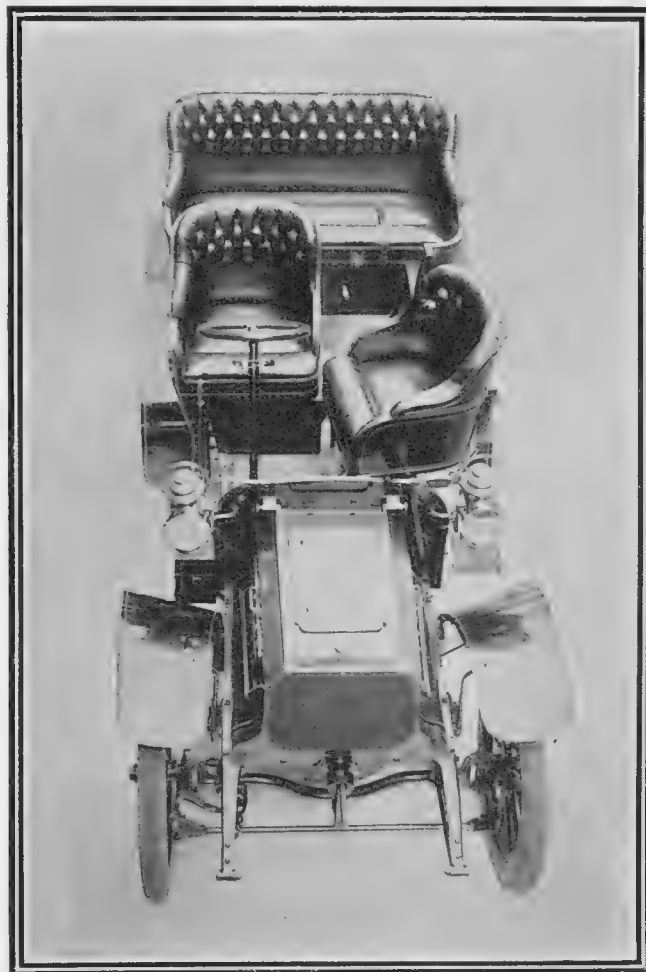
### The 15-h.p. Clement Talbot.

One of the most attractive chassis at Olympia is the new 15-h.p. Clement Talbot car, by the Clement Talbot Company, Limited, of Barby Road, Ladbroke Grove, W., which follows on the lines of their old and most deservedly popular 12-16-h.p. car, but with, of course, many and varied improvements. The cylinders are now single, which is the established Talbot practice, expansion-joints being provided to the exhaust-pipe between each cylinder. The springing of the chassis has been given the closest attention. At the rear of the frame we find a three-sided dumb-iron projecting rearward to take the rear cross inverted spring, to which the rear end of the longitudinal back springs are shackled. This results in the increased length of the latter, while the triple combination gives a delightful and easy form of suspension. Returning to the engine, attention will be attracted by the particularly neat ignition device in which the high-tension accumulator and the high-tension magneto make and break are contained in the same casing immediately under a common distributor. The ignition is automatically timed in the ordinary way, a governor serving to advance and retard the ignition proportionately to the engine speed, which is, of course, regulated by the throttle. The ignition can also be controlled by the usual form of ignition-lever on the steering-wheel. The gear-box is an innovation, for this firm at least, in medium-powered cars. A gate change is now provided, the sliding sleeve being divided, while the gear-striking lever and the locking bars are all enclosed within the gear-box. In this car the lubrication of the spring-shackle pivots and the spring blades has had particular attention—a very necessary course.

### The Deasy.

The Deasy car has been so much heralded that one is led to expect much from the brain of that prolific and ingenious designer, Mr. E. W. Lewis, who has already left his mark on the Daimler and Rover cars. So far from being finite in the matter of automobile design, Mr. Lewis has in the "Deasy" produced a car which but slightly resembles either of the above-named vehicles, and yet presents many highly valuable and interesting points of its own. A simplicity which still retains all the essential features of an up-to-date car has been kept steadfastly in view, with the result that the Deasy 24-h.p. car, as presented to-day at the Show, stands a credit to British manufacture and British design. A point to be observed in the engine is the fact that the four cylinders are in one casting, which is not singular to this car, but is, so far as the writer is aware, one of the first really successful attempts to produce the engine in this shape. All the valves

are on the left of the engine, the valve-chambers being so cast that the tappet-guides and valve-stem guides are enclosed in an easily removable casing closed by a flat cover, a similar cover below closing an inspection opening running the whole length of the crank-chamber for half its upper depth, and making access to big ends, crank-shaft, and cam-shaft the simplest and easiest matter possible. Greatly daring, Mr. Lewis mounts his crank-shaft on three single ball-bearings, a very large bearing, with balls of unusual dimensions, being placed in the centre. It would seem that, in this respect, Lewis has prevailed where certain French designers have failed, for ball-bearings to the crank-shaft have been given up by two alien firms. The crank-shaft ball-bearings of the Deasy car have been proved by much hard running and long and severe trials by expert drivers.



AN 8-11 H.P. PEUGEOT, 1907, SHOWING REVOLVING SEAT, EXHIBITED BY MESSRS. FRISWELL.

Messrs. Friswell, Ltd., have a most interesting exhibit on show, including as one of its chief items the admirably arranged Peugeot here illustrated. The firm's stand is numbered 157, and round it are to be seen hour by hour many interested motorists and would-be motorists.

Photograph by Argent Archer.

### The Thames Engineering Co.

The Thames Engineering Co. are showing a six-cylinder car of 45-50-h.p. exhibiting several interesting features, amongst which is a four-jet carburetter, the jets coming more numerous into operation as the engine-suction increases. A special form of tubular silencer is fitted, which is claimed to silence the exhaust absolutely, not by choking, and so causing back-pressure, but by condensing the exhaust gases to such an extent and so rapidly that they issue quite cold. The foot-brake drum is air-cooled, it being cast with vaned arms, which provoke a current of air through it after the manner of a radiator fan or fly-wheel. There are many other interesting points in this chassis which are the outcome of mingled automobile and marine engine practice.

### Argylls.

All those who are in search of a sound, moderate-priced, well-made car will not fail to visit the Argyll stand, No. 133, where the various patterns of these well-known and greatly appreciated cars are staged. Beginning with the famous two-cylinder 10-12-h.p., the types continue through the 12-14-h.p. four-cylinder, the 16-20-h.p. four-cylinder, and the 26-30-h.p. four-cylinder, Argylls being one of the few of the big makers who are not coquetting with a six-cylinder car. The above chassis carry bodies of Argyll construction, which vie with the best productions of the carriage-builder's art. The four-cylinder Argyll cab is a particularly interesting and useful vehicle, and many examples of it are to be put on the London streets.



THE 24-H.P. DEASY, OF BRITISH DESIGN AND MANUFACTURE.

### Dunlops.

It would seem that in the matter of pneumatic tyres the field for innovation and novelty is not now a very expansive one, but at Olympia the Dunlop Tyre Co. show for the first time their new steel-studded cover, a product which will be welcomed by all who swear by Dunlop tyres. It may be thought that the

(Continued on page 191.)

Dunlop Tyre Company are somewhat late in the field with a tyre of this description, but all tyre experts who examine the covers now shown will agree that though the pattern may have tarried, the Dunlop experts have in design, construction, and material profited hugely by the premature efforts of several of their contemporaries. With studded covers to his back wheels, and a pair of ribbed Dunlops forward, a motor-driver will find security on even the slitheriest oölite of Gloucestershire or the treacherous, mud-damped asphalt of Holborn Viaduct. I understand that after fair wear and tear these studded covers can be re-covered—a great point to the tyre-user.

*Daimlers.* The Daimler cars are now too well known for it to be necessary to dwell at any length upon their various excellent points. Innumerable wins in innumerable hill-climbs up and down the country have proved the speed and staunchness of the Daimler cars beyond all cavil, and although at the moment of writing it is not possible to say that there is a radical departure anywhere in design, yet the contents of the stand are certain to draw a huge crowd, if only by reason of the fact that there will be found staged the noble 36-h.p. Daimler built to the order of the

admirably adapted to the vertical type, and performing equally well. The springs upon which the frame is mounted are straight, and have diminishing blades above and below. This method of construction is said to render the addition of shock-absorbers unnecessary. The valve-guides in the valve-chambers are made to remove very easily, and are of specially selected material. The clutch is made with an adjustable female cone, which can be slipped as much as desired and without detriment.

*Darracqs.* "Darracq" is a household word the world over to-day, and there are so many present and intending users of these renowned cars that it is small wonder to find their stand crowded from the opening of the Exhibition to the closing thereof. An attractive feature of the exhibit is Mr. Lee Guinness's 200-h.p. Darracq, with which that daring and expert young automobilist has placed so many motor records to his credit—notably the flying kilometre in 19 seconds just a short time ago in France, and the starting kilometre at the Blackpool meeting. No fewer than five new types are shown upon the stand, from the 7-h.p. single cylinder, with two-seated body, at £159, to the 20-28-h.p. four-cylinder, with four speeds and



THE PRINCESS OF WALES'S NEW FOUR-CYLINDER, 36-H.P. DAIMLER.

The car was specially built to the order of the Princess of Wales. Amongst its prominent features are a space behind the driver's seat for a spare tyre, and a place for a luncheon-basket. It is fitted with Continental tyres. The body is by Mr. Mulliner, of Brook Street, W.

Photograph by the Topical Press.

Princess of Wales. Boasting all Daimler refinements from a mechanical point of view, the body of this car has been built in accordance with her Royal Highness's special requirements and suggestions. Provision has been made behind the driver's seat for stowage of a spare tyre, while the rear seat is brought nearer to the front than is usual, thus making communication with the driver a simple matter, and placing the passengers more nearly between the pairs of wheels. The internal fittings are extremely well considered in every way. Receptacles for oddments are to hand everywhere, while the vehicle itself is more than luxurious. The upholstery and coach-work is perfect in taste and execution, her Royal Highness's wishes having been carried out to the letter and most creditably by Mr. H. J. Mulliner, of Brook Street, who is responsible for the body. The Daimler Company are not only to be congratulated upon being honoured with this order, but also upon the way in which they have carried it out.

*The Vertex.* Messrs. James and Browne show a new departure in their 40-h.p. six-cylinder Vertex, the first car with a vertical engine they have turned out, with the exception of the one they built for and entered in the Tourist Trophy Race. In this six-cylinder car the well-known James and Browne metal-to-metal clutch, hitherto used with the horizontal engines only, is found

long chassis, at £589. The powers in between are the 8-10-h.p. twin cylinder at £199, the 8-h.p. single-cylinder at £207, the 10-12-h.p. at £271 and £299, and the 16-18-h.p.—a very useful size—at two prices, namely £439 and £459. Thus all pockets and requirements are suited by Darracqs of one sort or other. It is pleasant to find a firm of Darracq's standing and repute continuing the production of low-powered, low-priced cars, a practice which so many concerns started, but did not maintain in accordance with their first intentions. In the 8-10-h.p. and 8-h.p. the man of small means but keen automobile desires finds his requirements and his purse-depth catered for.

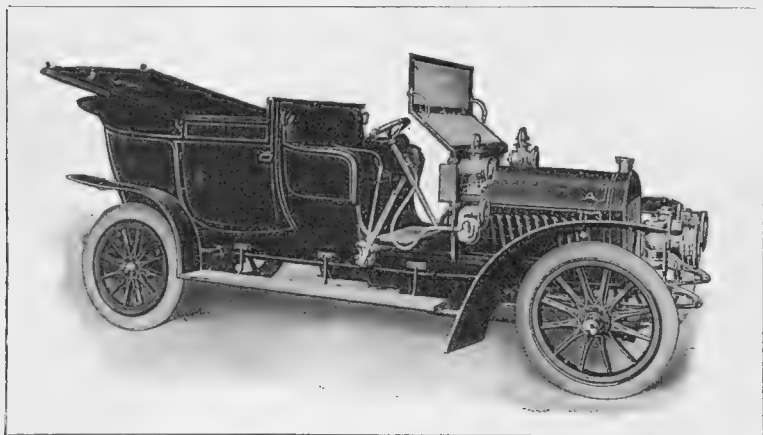
*Messrs. Morgan and Co.*

The Cromwell Patent Wind-Screen and the Cromwell Patent Roller-Hood, which are both the invention of Major Samuel, and are made so excellently by Messrs. Morgan and Co., Limited, the old-established and well-known carriage-builders of Long Acre and Old Bond Street, will be found on Messrs. Morgan and Co.'s stand, No. 130, fitted to one or more of the all-British Morgan cars there displayed. Messrs. Morgan and Co. are marching with the times, and have plunged head-and-shoulders into the motor industry, as will be seen from their admirable 24-28-h.p. Morgan chassis, which for design, workmanship, and material will compare with anything at West Kensington. The latest lines are followed and the best practice taken advantage of in

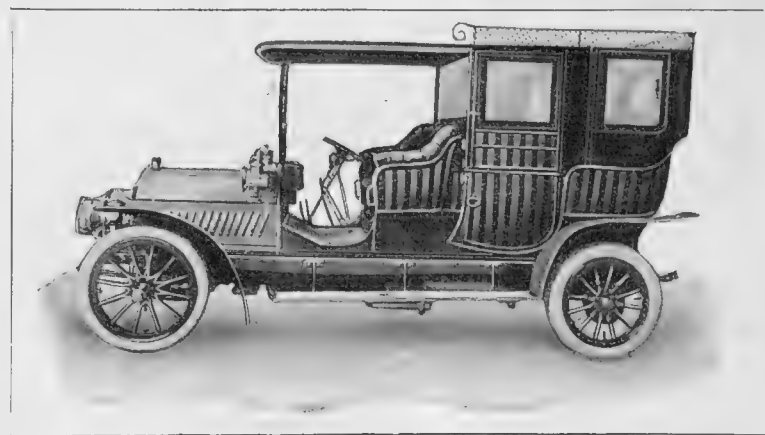


the turn-out of the Morgan chassis, which still boasts its distinctive and ingenious carburetter, which has no jet to choke, and into which dirt, mud, or water can penetrate with impunity. It must not be presumed that such foreign matters can obtain access thereto except by

termed by our French neighbours, this being claimed to be the first instance of the kind in connection with a six-cylinder car, although it has occurred with a four-cylinder engine, Mors being among the firms to adopt it. Another interesting point in this car is the



A LANDAUETTE BODY (SHOWING THE CROMWELL PATENT WIND-SCREEN),  
FITTED TO THE 24-H.P. MORGAN CHASSIS.



A LIMOUSINE BODY FITTED TO THE 24-H.P. MORGAN CHASSIS.

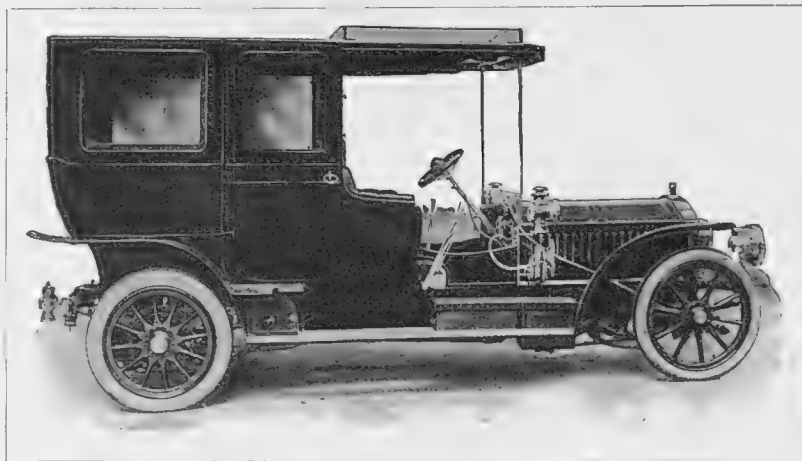
accident, but if such should be the case, no harm is done. Moreover, the carburetter has been proved to act most admirably. The carriage-work on this stand deserves particular attention. It is an object-lesson in what can be done by old and practised English carriage-builders when they seriously turn their attention to body-building for motor-cars.

#### *A Car for the Duke of Fife.*

The *pièce de résistance* of Messrs. S. F. Edge's stand is the 60-h.p. six-cylinder chainless Napier chassis, fitted with a Pullman limousine body, to the order of the Duke of Fife. It is the body that will interest the average visitor, and indeed it is most luxuriously fitted. The vehicle accommodates seven persons in all—five within the limousine, and two on the driver's seat. The interior is provided with a comfortable seat for three people across the back of the carriage, and two large semi-revolving seats occupy the forward portion of the limousine. The driver is protected by a canopy, with a large glass shield mounted on the dash-board before him. The windows in the limousine and at the back of the driver are made to open. The upholstery and paint-work are in the Duke of Fife's own colours. A study of the 40-h.p. 1907 six-cylinder Napier chassis shown on the stand will convince all and sundry of the wonderful work and finish put into these famous cars.

#### *The Minerva.*

Amongst the numerous six-cylinder cars, old and new types and makes, the well-designed six-cylinder Minerva, shown by Messrs. Arnott and Holloway, stands out prominently for consideration and finish. This 40-h.p. car is remarkable for the fact that its cylinders are set slightly out of centre, with the crankshaft *désaxé*, as it is



A NAPIER SIX-CYLINDER LIMOUSINE.

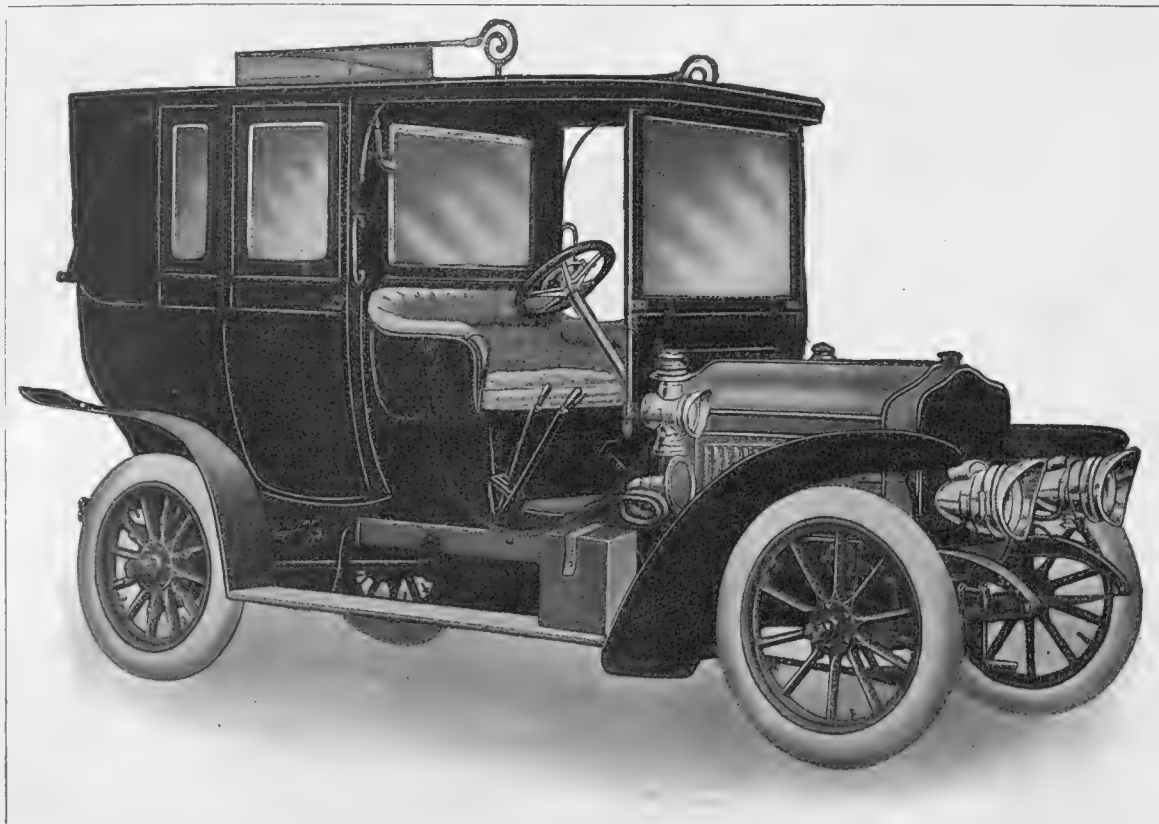
abandonment of the water-circulating pump in favour of natural or thermo-syphon circulation, this occurring for the first time with a six-cylinder car. The rear part of the frame is carried upon a rear transverse spring, supported by the rear ends of two semi-elliptical longitudinal springs. Live-axle drive is adopted, and the back-axle design is of the best.

#### *The New Engine Company.*

Another car presenting more or less original features is the N.E.C., shown by the New Engine Company, of Acton. This car has a four-cylinder horizontal engine, with opposed cylinders,  $4\frac{1}{2}$  in. by  $4\frac{1}{2}$  in., with throttle-valve and ignition synchronised in a particularly ingenious manner. The engine drives, through a simple arrangement of epicyclic gear, with two speeds in the case of the two-cylinder car and with three in the case of four cylinders. The rear-axle is rotated by worm-drive, arranged beneath the differential gear, this car, with the Lanchester and the Dennis, being the only British cars driving their live axles in this way. The chassis is clear above, permitting the fitting of exceptionally roomy and commodious bodies, with wide side-entrance doors.

#### *The Pilgrim.*

A departure from prevailing types is found in the Pilgrim car, by the Pilgrim Motor Company, of Farnham. In this car the frame is formed of longitudinal trusses of flat steel-plate, very stiff and strong, while a four-cylinder horizontal engine, with Phillips' auto-mechanical valves, is used. A dissected model of the engine is shown, in which the interesting action of these valves can be observed. The method of controlling the lift of the inlet valves by means



THE 40-H.P. SIX-CYLINDER MINERVA.

[Continued on p. 193.]

of reciprocating wedges introduced between the valve tappets and spindles, is highly ingenious and effective. The gear, too, is of novel design, so constructed as to be absolutely noiseless in change, and

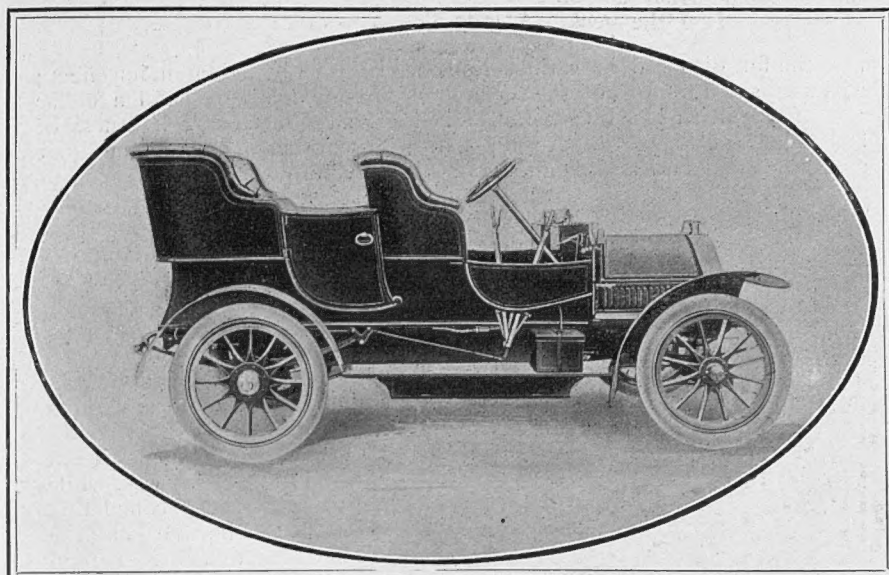
has been improved in several directions. For instance, it has wider springs, fitted with anti-shock leaves, wider track, fuller lock, road-wheels on ball-bearings, and steering-heads fitted with ball-bearings. Also a new model is the 15-h.p. Humber, closely resembling the 10-12-h.p., but provided with an engine having larger stroke and bore, a pressed-steel frame, and an ampler proportioned body. At £340 this is a very low-priced vehicle. The second innovation is a dainty little two-seated car, designed and built specially for doctor's uses. Provided with wind-screen and hood, lamps, horn, and tools, all complete, it is a marvel of value at £300. It has deep side-doors to the front, footboard, and ample storage space in rear. With a four-cylinder motor,  $3\frac{1}{2}$  by  $3\frac{3}{4}$ , three speeds and reverse, this is all a doctor could require.

*The Vinot Cars.* The Vinot cars, for some time a good deal better known in France than here, first made their bow to the English public by running a good third car, touring model entirely, in the Tourist Trophy Race in 1905. They are shown at Olympia in three powers—16-24-h.p., 24-32-h.p., and a six-cylinder chassis, 35-50-h.p. The last-named is well worthy of inspection as providing a good sample of sterling French work. These cars enjoy an excellent French reputation.

*Liveries.* Visitors contemplating the provision of a motor-livery for their drivers should not omit to visit the exhibit of Drykitt, Limited, who make a specialty of motor-liveries and offer a large range for selection. The adoption of a suitable livery for a motor-driver is no easy matter, and the examples and advice to be obtained of this firm are invaluable in making a selection. Messrs. Drykitt, Limited, are also specialists in motor-clothing, and show some well-considered and attractive garments for both sexes.

*Accessories.* After the very solid business of car-selection has been discharged, the round of the Exhibition is most interestingly completed by an examination of the accessories stands. Amongst lamps, several new patterns by Ducellier will be found on Stand No. 210; while Lucas's "King of the Road" duplex headlight, with its twin generators, should not be overlooked on Stand 196. Then Messrs. Pullman and Co., at No. 239, show their new Detachable Non-Skid and samples

of their re-treading. Dunhill's A.D.L. Lamps, British-made, with side-withdrawn contained generator, are excellent light-givers.



THE 15-H.P. COVENTRY HUMBER CAR, WITH LONG WHEEL-BASE.

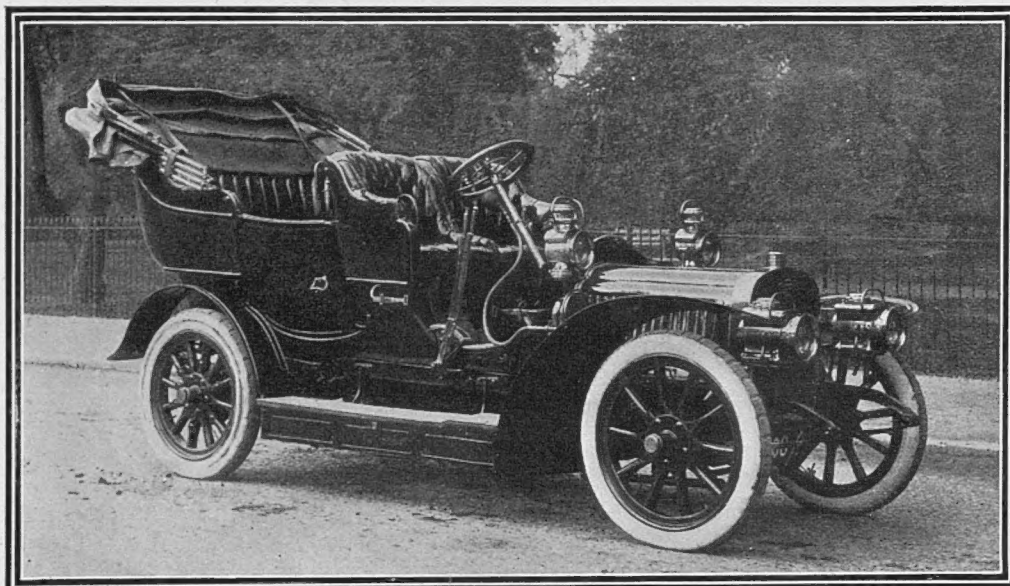
non-destructive of teeth. The points of interest are so numerous in connection with this car that space forbids their entire description. The special aim in the design has been to obtain an absolutely clear run over the top of the frame, so that bodies of very roomy design can be accommodated.

#### *The Six-Cylinder Beaufort.*

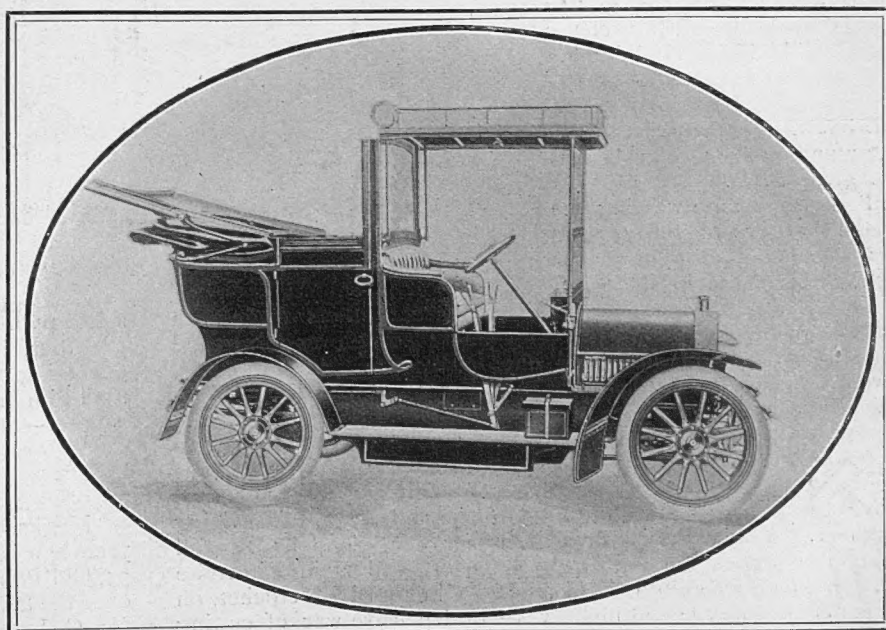
The 30-h.p. six-cylinder Beaufort is an addition to the rapidly swelling ranks of six-cylinder cars. In this regard Napier has set the fashion to the world, and even the British-contemning, conservative French makers have found themselves forced to follow in his footsteps. In the Beaufort sixer the cylinders are cast in pairs, with valve-chambers on each side. Crank-pins are made hollow, with radial lubricating hole. The starting-handle bearing is made continuous with the crank-chamber, of which it forms an integral part—an excellent feature and an improvement. The automatic action of the carburetter can be controlled in any desired degree from the steering-wheel. A great feature of the Beaufort cars is the exceptionally efficient cooling, due to the large cooling area of the radiators afforded by the design, which gives 30 per cent. more space than a honeycomb radiator of the same size. The 20-h.p. Beaufort is one of the best moderate-priced cars, having a variable lift-control of the inlet-valves from the steering-wheel. The Beauforts are among the best of imported cars.

#### *Humbers.*

If only by the wonderful financial results they have achieved for their constructors, the Humber cars attract much attention, and in their stand will be found five of the company's latest productions—two Beeston, and three Coventry cars. The Beeston cars this year boast a more powerful engine than that fitted last season, and will be known as the 30-h.p. Humbers. Their back seats will be found to have been extended in width to accommodate three passengers comfortably, while the new transverse rear spring greatly adds to the comfort of the body over rough roads. All the road-wheels run on ball-bearings, and as ball-thrust bearings are fitted to take the side-thrust from the wheels, the differential and driving-shafts are relieved of all lateral stress. Ball-thrust bearings are also introduced on each side of the bevel-crown wheel and at the back of the driving-bevel pinion. The Coventry-Humbers are represented by an example of the immensely popular 10-12-h.p., which



THE 20-H.P. BEAUFORT "PRINCESS," SUPPLIED TO CHEVALIER MARCONI.



THE 10-12-H.P. COVENTRY HUMBER LAUDAULTTE, WITH HOOD DOWN.



## OUR LADIES' PAGE.

WHY the sartorial powers that be should have chosen a period of such undoubted ugliness as the Directoire for the exploitation of this winter's wearables is only known to their own inner consciousness. It is not so much the gowns and cloaks that recall an excruciating era; one is confronted with graceless outlines in these, but in millinery the case of the Incroyable becomes acute. The present hats are trying to the last degree, and only the very beautiful woman can hold her own and defy the modes of the modiste. Those extravagances in millinery perpetrated last year, when every creation was worn tilted up at an angle of forty-five degrees, were distinctly becoming, notwithstanding their rakish attitudes; but this year little inverted saucers are pinned flat on the head, with ostrich or *coque* plumes of Bersaglieri proportions streaming behind, and the effect, when not pathetic, is ludicrous.

To disport oneself in Paris and wander at will through *magasin* or *salon* is always a joy to the properly constituted woman. But this pleasant pursuit has never been less inspiring than during the present week of grace, when the ugly traditions of the past struggle through the highest achievements of the *couturière* or the milliner and dominate them to their undoing. Of course we shall all wear these eccentric revivals of days when Marat kept the guillotine busy, and Robespierre ruled the roast of quaking France; but it will not be because, but in spite of, the traditions of the time that we shall present a passable appearance, and the sooner Directoire styles give way to more picturesque "properties"—to borrow a stage phrase—the better.

With the diminishing size of our chapeaux comes the growing importance of the coiffure, and with puffs, curls, waves, and braids the hair is decidedly the first consideration, and the hat the secondary. I was inveighing against the absurdity of a tiny bow of panne, surmounted by a butterfly, which accounted for one specimen of millinery the other day, when the milliner assured me—and with truth—that with a coiffure sufficiently loose, *ondulé*, and decorative, one "could carry anything." To prove it, she posed the wee atom of millinery on her ambient and ample locks, with quite a good result, that would not, however, be possible to any "assisted" less artistically by a clever hairdresser. It must certainly be a good time for these gentry, as the present modes make it impossible for any but a very favoured few to depend alone on the "thatch" that Nature gives them.

In Paris women are wearing the old Snake bracelet of thirty years ago as a means of holding the long glove of custom in its place.

Some of these flexible serpents are in filigree; others made with realistic scales are popular. With grey and black gloves silver and steel snakes are correct, while gold ones adorn the tans and fawns, and even the dark red suèdes that are being used with the fashionable wine colour in gowns.

Sleeves, sad to relate, show a distinct tendency to droop and to widen below the shoulder, and this departure marks the difference between sleeves of the week and sleeves of even six weeks ago. So it behoves the purchaser of new gowns to make a note of this arriving arrangement. A *toilette de visite* sent home to a friend by Drecoll represents the highest form of fashionable art, and is in Directoire style of old-rose faced cloth, with a bolero in rich Irish crochet, on which bands of sable are laid in curves—an expensive way of cutting the fur, but very effective. The sleeves, treated similarly, come to the elbow, after the manner of all well-behaved sleeves of the moment, and between curves of the fur a wide *entre-deux* of the *grosse Irlande* appears on the skirt. A splendid mantle of zibeline arrived with this costume,

the fur disposed in various lines which greatly heighten its effect; straps and buttons of the fur hold in box-pleated sides, and a collar of fine Irish lace on emerald velvet gives the necessary lightness of colour at the neck. A grey hat, with enormous grey plumes that sweep and curl and flaunt, was sent "on approval" to Madame, with other garments, but I succeeded in persuading my impressionable *amie* that she positively could not venture out in it in Bond Street, so it was regretfully sent back, with secret hankerings, I feel sure. But what will you?—one must sacrifice to a country of conventions and Nonconformist consciences.

We are being constantly told that everybody is living beyond his

income nowadays, and that so much is spent on show, dress, entertaining, motors, diamonds, and other expensive necessities (*sic*) of this luxurious age that nothing is left for old age and the rainy day, while children are out of the calculation altogether. If this be true—and the indications point that way—Britain and the British are in a fair way of going to the bow-wows. A melancholy object-lesson on the subject was afforded by the papers some days ago, when a young Stock Exchange clerk killed himself because he had been keeping a motor-car and living luxuriously on £175 per annum. Economy and thrift have become obsolete virtues in this self-indulgent generation, mere by-words to laugh at and pass on. With all our boasted wealth, Parliamentary returns only give fourteen hundred persons whose incomes stand at between two and three thousand a year, and only five hundred whose yearly returns average four thousand sterling. Yet how many dozens of families do we each of us know who certainly live well up to and beyond these comfortable yearly sums. It certainly, moreover, seems a crying injustice that children should be brought into the world and no provision made for them. I have heard men say, "I made my money, and my children must do likewise"—but in what different circumstances! Competition, overcrowding, underselling on every side face the young man entering life to-day. In the good old days of fifty, forty, or

even thirty years ago, how much easier life and living were than now. Yet he is left to struggle against such odds because his parents lived up to the hilt, and, in vulgar parlance, "had a good time." In France, in Germany, in Sweden, a little is put by each month, each year, for the little ones; the girl has her *dot*, however modest, the youth his little nest-egg with which to start business and become

self-supporting. Why, then, one asks, should English parents be less generous, less just, than others? It is a question with which the governing powers that be might with more profit concern themselves than with trying to deprive the coming generations of another chief support—the practice and freedom of religious training. SYBIL.

Messrs. J. and G. Ross, the well-known tailors, who some three years ago decided to be represented in London and opened rooms at 33, Old Bond Street, have now secured the premises next door, No. 32, once the famous "Sign of the Blue Posts." To commemorate the move, Mr. C. J. Ross, Chairman of the Exeter Chamber of Commerce, has just issued a most interesting illustrated booklet describing "Old Bond Street as a centre of fashion, 1686-1906; with special reference to its past and present connection with the ancient guilds of Merchant Tailors in London and at Exeter."



A DAINY EVENING GOWN.

[Copyright.]



## CITY NOTES.

*The Next Settlement begins on Nov. 27.*

## OUR STROLLER IN THROGMORTON STREET.

FIVE men sat at a table in the Throgmorton Street Slater's, drinking water and germ-destroyer.

Needless to say, they were discussing Yankees.

"The worms have obviously turned," said one of the dealers.

"Turned? Have the worms turned bulls or bears, may I ask?"

"I know what *you've* turned, old man. The American nation is at last about to overthrow the Trusts."

"I see the New York Central is being sued for granting rebates to a Sugar Trust," observed a broker.

"A varry significant proceeding," commented the Scotchman. "And I think ma friend here——" He brought his hand down on Our Stroller's glass, with damp results.

"More waste," said the owner of the dissipated drink. "Here, waiter!"

"And if these Yankees start breaking up the Trusts, it will be a real bad thing for the railways."

"For the time being, perhaps."

"Ma dear fellow, it will destroy all confdens in the market, and roon it."

"But cheaper money will come in the more or less near future, and then we shall see everything booming."

"To the Boom!" cried Our Stroller, and the others, clinking glasses, echoed, "The Boom! The Boom!"

"So you see," said his broker to our friend, "that there's a certain amount of nervousness about this American Market lasting."

"Are those representative men?"

"Quite. We are all a little bit afraid of Yankees, don't you know."

"Canadian Pacifics and Grand Trunks would go down as well if Americans did?"

"Not so sure of that. The market in Canadian properties is beginning to strike out into a line of its own."

"Led by Bays."

"Led by Bays, as you say. I don't think it's right to be a bear of Canadas or Trunks."

"One Mexican Second before I go home," cried a jobber in the Street. "Only one Mexican Second!"

"That's a cheap stock, if you like," the broker remarked. "Going a lot better."

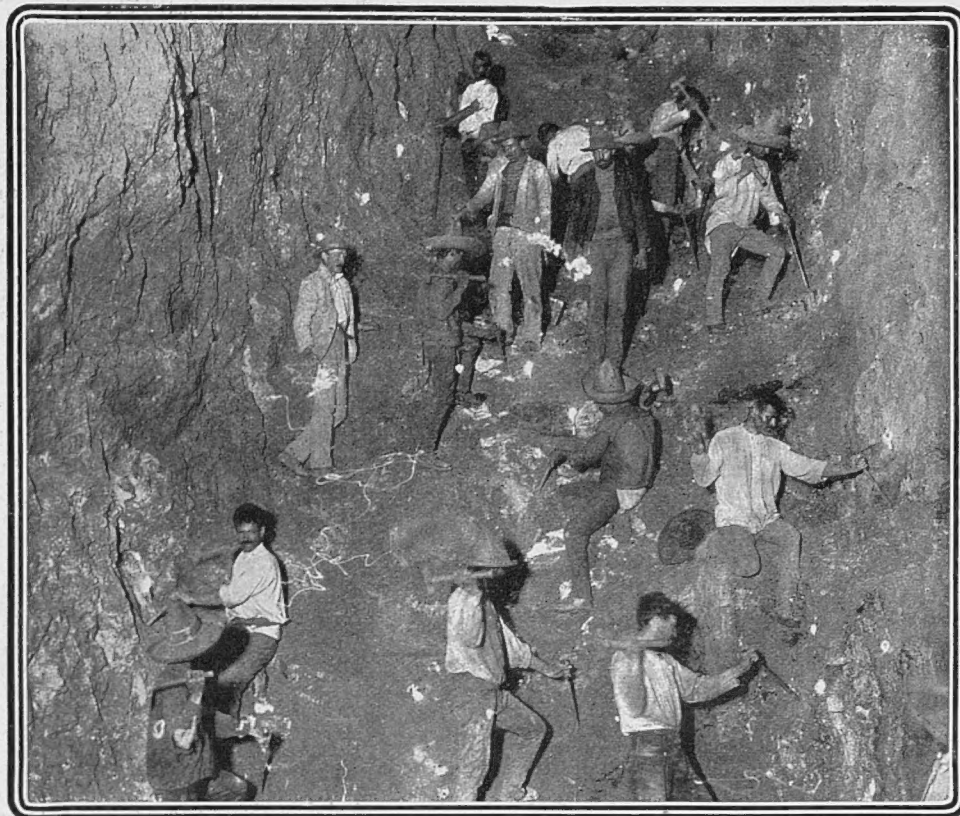
"I'm told to buy Missouri," Our Stroller irrelevantly replied.

"They're Yankees, of course—subject to the vagaries of New York. But I don't think the shares are at all a bad sort of gamble."

"Buy me a hundred, will you? My information came from good sources."

"Buy you a thousand if you like, my dear Sir. D'you mind waiting here a sec., and I will go and do it."

He hastened away, and Our Stroller listened to a couple of men who were vehemently discussing some question outside the A. B. C. shop.



SAN FRANCISCO DEL ORO: VIEW IN THE SLOPES OF THE THIRD LEVEL—300 FT. BELOW SURFACE.

## YOU ARE WORRIED

because your hair is thin and is falling out. You know that the ultimate end must mean baldness. You are looking for something to prevent this, but are in despair because the tonics, lotions and various drugs you have already tried were worse than useless and your money wasted.

We have published a book which contains all the practical knowledge with reference to the improvement and culture of the hair. It explains why your hair has become thin and is falling out. It also gives full details of the remedy we offer you to prevent this. That remedy is the

## EVANS VACUUM CAP.



A practical invention constructed on scientific and hygienic principles. By this simple means a free and normal circulation is restored throughout the scalp. To rejuvenate the life-giving principles of hair growth within the follicles (hair roots) which have become dormant, it is necessary to stimulate to activity the minute channels whereby the blood is gently drawn to the hair roots. The Vacuum method is the only remedy to effect this condition. It is free from irritation and is the only process by which the circulation is brought about without resorting to various forms of harmful, irritating substances and lotions. It is only necessary to wear the Cap three or four minutes daily, and the effects are quickly seen in a healthy vigorous growth of hair.

THE MEDICAL FRATERNITY give the EVANS VACUUM CAP THEIR HIGHEST APPROVAL.

DR. HUGHES, the well-known neurologist, writes: "The Vacuum Cap is a thoroughly scientific appliance, and I am not aware of any other method . . . which will produce sufficient nutrition to the hair follicles to induce hair growth."

The eminent Dr. J. N. Love, in his address to the Medical Board on the subject of Alopecia (loss of hair), stated that if a means could be devised to bring nutrition to the hair follicles (hair roots), without resorting to any irritating process, the problem of hair growth would be solved. Later on, when the Evans Vacuum Cap was submitted to him for inspection, he remarked that the Cap would fulfil and confirm in practice the observations he had previously made before the Medical Board.

Dr. W. Moore, referring to the invention, says:—"The principle upon which the Evans Vacuum Cap is founded is absolutely correct and indisputable."

## 60 DAYS' FREE TRIAL.

### THE COMPANY'S GUARANTEE.

An EVANS VACUUM CAP will be sent you for sixty days' free trial. If you do not see a gradual development of a new growth of hair, and are not convinced that the Cap will completely restore your hair, you are at liberty to return the Cap, with no expense whatever to yourself. It is requested, as an evidence of good faith, that the price of the Cap be deposited with the Chancery Lane Safe Deposit Company, of London, the largest financial and business institution of the kind in the world, who will issue a receipt guaranteeing that the money will be returned in full, on demand, without questions or comment, at any time during the trial period.

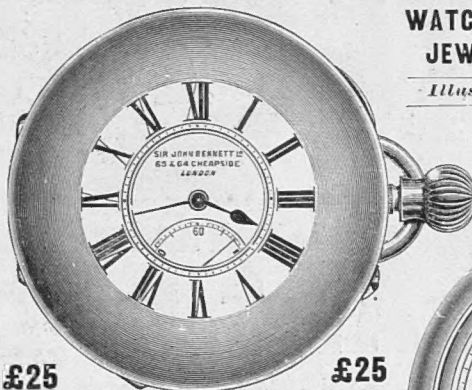
An Illustrated and Descriptive Book of the Evans Vacuum Cap will be sent free on application.

THE MANAGING DIRECTOR, EVANS VACUUM CAP CO., Ltd.,  
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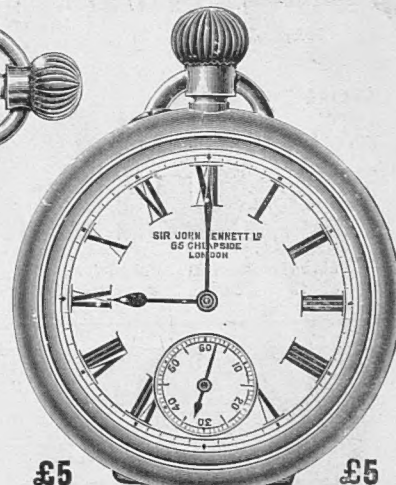
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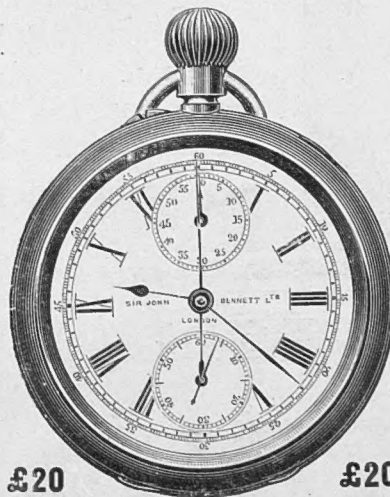
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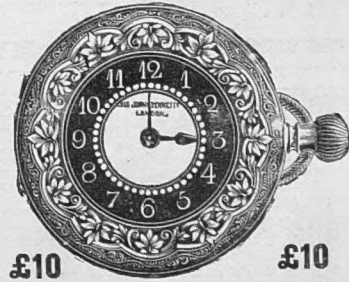
Our "CHEAPSIDE" Three-Quarter Plate English Keyless Lever, with Chronometer Balance and fully Jewelled in Rubies, in Strong Silver Case, with Crystal Glass. The cheapest watch ever produced. Air, Damp, and Dust Tight. Ditto in Gold, £15.



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Gold Keyless Chronograph, for Racing and Scientific Purposes. Ditto in Silver, £10.



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£10

Lady's Gold Keyless Lever. Perfect for Time, Beauty and Workmanship. Ditto in Silver, £5.

65, CHEAPSIDE, LONDON, E.C.



"The Committee, I keep on telling you," one said, "is an abject ass. It admits the most scandalous swindles into our markets, and doesn't make a ghost of a feeble attempt to stop roguery."

"But, my dear old chap—"

"It would stop a lot of business, I know; but a thousand times better that this knavery should be stopped than for the Stock Exchange to be dragged into the dirt by mangy swindles 'introduced' into the House."

"By refusing to grant a Special Settlement?"

"Yes. It's the only way."

"Some other means would be found to drive a coach-and-horses through the Rule."

"I doubt it. Anyway, the Committee ought to try. And try they would, if they had any enterprising regard for the welfare of the general public."

"And therefore for the House at large?"

"Exactly. But they haven't. They're a set of fossilised *marrons glacés*. Tied up with red tape and green sealing-wax. And if—"

"I've bought those Missouri," said the broker, returning. "Had to give rather a lot for them. New York's buying everything."

"I trust New York will continue to buy Missouri, any way," said Our Stroller. "I have just overheard an entertaining disquisition on the merits of your Stock Exchange Committee."

"Really? Good sort, our Committee. Get no pay for it, you know, and work like niggers. I dare say they could do with a little— Yes, Smith."

He looked at the slip.

"Jove!" he exclaimed. "All right, Smith, I'll be back in a moment."

Our Stroller looked at him with unconcealed inquisitiveness, but the broker began to talk about Kaffirs.

"They will go down yet," he declared. "I don't believe in the market one little bit."

"Does your opinion hang upon that message?" inquired our curious friend.

"Not a bit. Nor upon the Parliamentary debates. Nor upon Winston Churchill. I believe, if you ask, that the Chinese will have to be fired out of the country."

"Other labour will then be obtained."

"Dislocation to the industry must prevail in the meantime."

"Then that message—"

"Is a telephonic one from my brother. Would you like to look at it?"

The Stroller eagerly grasped the paper and took it beneath a gas-lamp. And there was a world of history in its one word—

"Twins."

#### THE COMMONWEALTH OIL CORPORATION.

It is, somewhat remarkable, and not very creditable to the perspicacity of the daily Press, that, so far as I am aware, no single newspaper had any comment to offer on the very striking statements made at the general meeting of the *Commonwealth Oil Corporation* on the 13th inst. The public has shown more intelligence and has put the price of the Deferred shares up to 52s. 6d., and I would strongly recommend any of your readers who have not done so already to read for themselves the speeches of Sir George Newnes, the chairman, and of Mr. D. A. Sutherland, the consulting engineer of the Company. It is impossible for me in the space at my disposal here to do more than indicate the salient points in those speeches. I would, in the first place, draw attention to the emphasis with which Sir G. Newnes affirmed that the Company's future was *not now a matter of speculation*. "We have long passed that stage," he said, "and it is now only a matter of time in which to develop the great potentialities of the enterprise." The first and most important element in the question of time is the completion of the standard gauge railway from the property to connect with the Government line, and it is said that "the line will be completed by next July, if not sooner." In the meantime, from one of the tunnels a regular output of about 100 tons per day of shale is being produced at Wolgan, and will lie awaiting carriage by the railway. As to the extent and value of the property owned by the Corporation, I cannot do better than quote again from Sir George Newnes—"The extent of land held for mining purposes at present exceeds thirty-five square miles. The surveys and prospecting operations which have been carried out have shown the reserves of oil and export shale to be much larger than was originally anticipated. There are many millions of tons awaiting development, and amply sufficient of the raw material to more than satisfy the wants of the present generation. . . . There is no doubt we possess the largest deposits of oil-shale known in the world. The deposits are exceedingly rich, the shale yielding from 50 to 130 gallons of crude oil per ton. What this means in the way of profits may be better understood when it is explained that the average quality of shale in Scotland on which companies pay 15 to 30 per cent. per annum does not contain more than thirty gallons to the ton, and that the prices which we obtain for our finished products are more than double the prices obtainable in Scotland." Further evidence of the value of the shale was given in the speech of Mr. Sutherland—"In my original report," he says, "I assumed an average yield of sixty gallons per ton; but, so far, practically all the shale found in the new field has given a yield of upwards of eighty gallons per ton, while the export, or gas-making shale has given much higher results." A large quantity of this export shale has been brought to this country to be tested in the ordinary Scottish retort at the Pumpherton Oilworks. The result can only be described as astounding, the *average* being 125 gallons of oil of splendid quality and 26 lb. of sulphate of ammonia per ton of shale.

The Corporation has enjoyed another stroke of good fortune in its acquisition of the New South Wales Shale and Oil Company, which is already working at a good profit, and, in the words of the chairman, "bringing us nearer to a dividend-paying stage than was originally anticipated." In conclusion, I would reiterate that I do not recommend these shares as a speculation, but as a lock-up investment to be put away for a year or two. When I first mentioned them in these columns at the beginning of the year the Deferred shares could have been bought at a small premium. When I next referred to them they were quoted 1 $\frac{1}{2}$ ; the present price is

(Continued on page xxvii.)

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